

ALASKA RAILROAD

MESSAGE FROM THE PRESIDENT OF THE UNITED STATES

TRANSMITTING

PURSUANT TO LAW, THE REPORT OF THE
ALASKA RAILROAD FROM JANUARY 1 TO
DECEMBER 31, 1923



DECEMBER 16 (calendar day, December 18), 1924.—Read; referred to the Committee
on Territories and Insular Possessions

DECEMBER 20, 1924.—Ordered to be printed with the accompanying illustration

ALASKA RAILROAD
1914-1915

ALASKA RAILROAD

MESSAGE FROM
THE PRESIDENT OF THE UNITED STATES

RELATIVE TO THE REPORT OF THE
ALASKA RAILROAD FROM JANUARY 1 TO
DECEMBER 31, 1914



REPORT OF THE ALASKA RAILROAD FROM JANUARY 1 TO DECEMBER 31, 1914 - Report referred to the Committee on Commerce and Navigation, and the Committee on the Interior and Insular Affairs, of the Senate, in the Senate Report No. 1014, of the 63rd Congress, 1st Session, 1914.

WASHINGTON
GOVERNMENT PRINTING OFFICE
1915

LETTER OF TRANSMITTAL

To the Congress of the United States:

In accordance with the provisions of section 4 of the act of March 12, 1914 (38 Stat. 305), entitled, "An act to authorize the President of the United States to locate, construct, and operate railroads in the Territory of Alaska, and for other purposes," I transmit herewith the report of the Alaska Railroad, covering the period from January 1, to December 31, 1923.

CALVIN COOLIDGE.

THE WHITE HOUSE,
December 18, 1924.

LETTERS OF TRANSMITTAL

TO THE HONORABLE SECRETARY OF THE
NAVY, WASHINGTON, D. C.
FROM THE DIRECTOR, BUREAU OF THE
NAVY, WASHINGTON, D. C.
SIR: I have the honor to acknowledge the receipt of your letter of the 10th inst., and in reply to inform you that the same has been forwarded to the proper authorities for their consideration.

LETTER OF SUBMITTAL

DEPARTMENT OF THE INTERIOR,
THE ALASKA RAILROAD,
Anchorage, Alaska, June 24, 1924.

MY DEAR MR. SECRETARY: I have the honor to submit herewith the report of the work accomplished under the direction of the Alaska Railroad during the calendar year 1923.

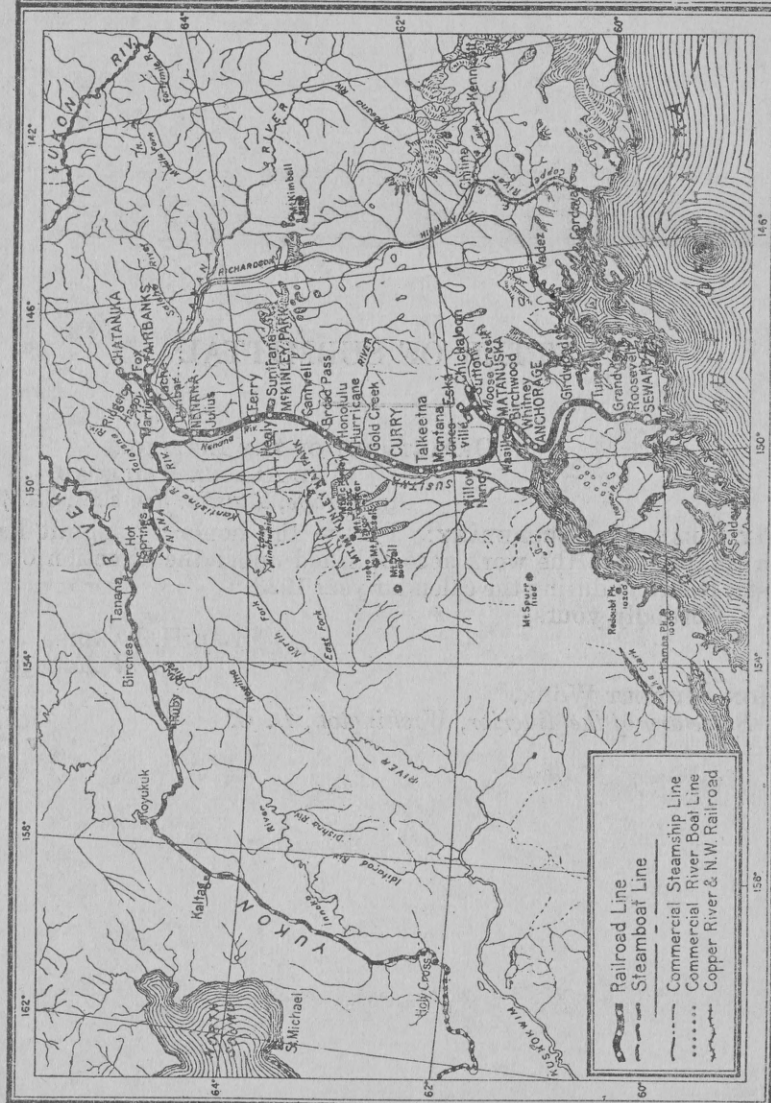
Cordially yours,

LEE H. LANDIS,
General Manager.

HON. HUBERT WORK,
Secretary of the Interior, Washington, D. C.

▼

THE ALASKA RAILROAD



THE MCKINLEY PARK ROUTE

REPORT OF THE ALASKA RAILROAD

FOR THE PERIOD JANUARY 1, 1923, TO DECEMBER 31, 1923

REFERENCE TO PREVIOUS REPORTS

In accordance with the custom of past years, reference is again made to reports previously submitted by the Alaskan Engineering Commission covering the preliminary investigation and the construction, maintenance, and operation of the Alaska Railroad, as follows:

I. Report of Alaskan Engineering Commission for period March 12, 1914, to December 31, 1915. Printed by Sixty-fourth Congress, first session, House of Representatives Document No. 610, Nos. 1 and 2.

II. Report of Alaskan Engineering Commission for period January 1, 1916, to December 31, 1916. Printed by Sixty-fourth Congress, second session, Senate Document No. 741.

III. Report of Alaskan Engineering Commission for period January 1, 1917, to December 31, 1917, submitted to Secretary of Interior by letter of transmittal from chairman and chief engineer, dated March 14, 1918. Not printed as public document account war-measure economy.

IV. Report of Alaskan Engineering Commission for period January 1, 1918, to October 31, 1918, submitted to Secretary of Interior by letter of transmittal from chairman and chief engineer, dated January 15, 1919. Not printed as public document account war-measure economy.

V. Report of Alaskan Engineering Commission for period November 1, 1918, to December 31, 1919, submitted to Secretary of the Interior by letter of transmittal from chairman and chief engineer, dated July 26, 1920. Not printed as public document.

VI. Report of Alaskan Engineering Commission for period January 1, 1920, to December 31, 1920, submitted to the Secretary of the Interior by letter of transmittal from chairman and chief engineer, dated November 5, 1921. Not printed as public document.

VII. Report of Alaskan Engineering Commission for period January 1, 1921, to December 31, 1921, submitted to the Secretary of the Interior by letter of transmittal from chairman and chief engineer, dated August 3, 1922. Not printed as public document.

VIII. Report of Alaskan Engineering Commission for the calendar year 1922, transmitted to the Secretary of the Interior by letter of transmittal from chairman, dated May 14, 1923.

The present report will cover the activities of the Alaska Railroad for the period January 1, 1923, to December 31, 1923.

GENERAL REMARKS

While February 5, 1922, was the date upon which the last steel rail was laid at mile 374.4, joining the old northern and southern divisions, it was on the morning of June 15, 1923, when the standardization of the narrow-gauge line between North Nenana and Fairbanks was completed, thus enabling standard equipment to move between the

ocean and the interior terminus of the road. This work began on April 8, 1923. There remains even at this late date, however, an enormous amount of track raising, surfacing, and ballasting to bring that section of the road to a normal standard.

The weather during the year for construction and maintenance work was only fair; considerable snow fell and a number of snow-slides came down in Turnagain Arm as early as February 11, handicapping operations. In May 12 bents were lost from bridge over Nenana River on Healy River coal spur, by ice, and during same month high water on Matanuska caused damage to our branch following that stream by washout and side wash. On June 9, high water damaged many bridges and culverts between miles 316 and 409, both approaches and one 121-foot span of bridge 370.7 being destroyed; in same month slides in Nenana Canyon caused serious damage to track and roadbed in that territory. High water again on June 8 and 9 took out bridge over Nenana River on Healy coal spur. In July high water again caused some damage to roadbed Matanuska branch. Slight damage to roadbed in Nenana Canyon again occurred in August, owing to rainfall. First snow of season fell at Anchorage on September 25, and during that month we suffered considerable damage to telegraph and telephone lines because of rain, wind, and wet snow.

In October unprecedented rains, high tides, and winds did great damage at various points on the line—particularly on Seward subdivision; on the 4th a small washout occurred at bridge 35.5 and on same date a slide came down at mile 79; on the 5th, high water in streams at mile 39.3 and mile 54.3 began having serious effects on bridges, and on the night of the 12th, several concrete pedestals at the former bridge were washed out, and at the latter a 121-foot wooden truss span was carried several hundred feet downstream. On this same night a high tide, coupled with high wind on Turnagain Arm, destroyed track in many places for 7 miles, between miles 86 and 92. Numerous slides and washouts occurred at miles 18, 19, 21, 35, 38, and 40 during this period. On October 15 small bridge at Peters Creek, near Birchwood, went out, and high waters in Knik River caused slight damage to the long wooden structure over that stream. November was marked by numerous small washouts, slides, and snow trouble, and December was attended by similar operating handicaps. During the working season of favorable weather a large amount of work was accomplished in track raising, surfacing, ballasting, riprapping, side filling, casting over mud and gravel, bridge decking, track and building maintenance, etc.

During the year temporary rock fill was made at trestle mile 74; one spread of ballast placed from mile 417 to Fairbanks and in Fairbanks yard; replaced lost span at mile 370.7 by trestle; placed one spread of gravel mile 5 to 10, Chatanika branch; replaced timber span lost at mile 54 by temporary trestle.

Snow blockades were removed by maintaining two rotaries in service throughout the season, and at times a Russel plow, all of which meant heavy expense to operation.

STEEL BRIDGE OVER TANANA RIVER

The largest bridge on the entire line, described in detail in report for year 1922, was completed on February 27, 1923. This bridge consists of one main span 700 feet long; two approach spans, 62 and 120 feet in length, respectively; and a viaduct 420 feet long, making a total length of 1,302 feet; total length with approaches, 4,183 feet. The bridge contains a weight of steel approximating 2,900 tons, stands 40 feet high above high water, and cost approximately \$1,300,000. The 700-foot span of this structure is said to be exceeded by only one other steel truss in the United States, that at Metropolis across the Ohio River between Illinois and Kentucky. Railroad forces erected the approaches, main piers, etc. Steel erection began by the American Bridge Co. on September 1, 1922, the first train passed over on November 23, 1922, and final completion February 27, 1923.

MOOSE CREEK SPUR

With much-needed coal of a high grade being mined and apparently available for mining on Moose Creek, decision was reached in the spring of 1923 to construct a narrow-gauge spur line thereto, leaving the standard-gauge branch line to Chickaloon and Matanuska coal fields at mile 12.3. A new line was run in May, in June field forces were organized, and the 4.8 mile narrow gauge (36-inch) spur was completed in October, 1923.

MISCELLANEOUS CONSTRUCTION

Depot and terminal facilities at Fairbanks finished during the year; work commenced in June and completed in December.

Seventeen section headquarters' buildings for housing of track forces along line, built during the year.

During the year, a foundry building and appurtenances for the mechanical department at Anchorage, completed.

A 60,000-gallon steel water tank (for locomotive and hotel water supply), was completed in December at Curry terminal.

Tunnel No. 113, completed, enlarged, and retimbered, using 58,501 feet b. m. lumber.

Log cribbing for bank protection at several rivers, where roadbed in danger from washout, installed.

An engine shed was installed at Suntrana, 24 by 75 feet, for use of Healy River Coal Corporation, as well as 300-foot spur at that location.

A coach shed at Anchorage terminal, to house part of coaches, was finished.

Three 56-foot spans over Resurrection River widened.

Fender piling, and other piling, repaired at Seward dock.

Extensive repairs and changes made in general office building at Anchorage, to accommodate transportation department and other needs.

Engine house and yard facilities constructed at Curry.

Contracts let for 95,000 ties for replacements.

RIVER SERVICE

A most important forward step was made when commercial river service was established by the Alaska Railroad on the Tanana and Yukon Rivers between Nenana and Holy Cross, service the previous season in this respect having been very irregular and unsatisfactory. The steamboats *Davis* and *Jacobs*, heretofore operated by the Quartermaster Corps of the United States Army, for the movement of troops and supplies, but which were no longer required for that purpose, were transferred to the Alaska Railroad, overhauled for commercial purposes, necessary barges procured, and the service inaugurated on May 23, 1923, with the departure of the *Jacobs* for downstream points, handling two barges fully loaded with freight, mail, and express, together with a large passenger list. By arrangement with the White Pass and Yukon route, ore from the Mayo district in the Yukon territory moved via that company's river boats down the Yukon and up the Tanana to Nenana for shipment out via the Alaska Railroad, thence to be loaded on ocean steamers; considerable tonnage being diverted to the railroad through the avenue of this river feeder by the time the boats were put on the ways at Nenana at the end of the season in September.

VISIT OF CONGRESSIONAL PARTY

On June 5, 1923, 30 Members of the Congress of the United States, as well as Army officers, accompanied by members of their families, and others (66 in all) arrived at Seward for a trip of inspection over the railroad. A special train was provided for the round trip from Seward to Fairbanks, stops being made at a great many places en route to afford the party opportunity to inspect the railroad as well as the work of many other bureaus of the Department of the Interior, such as mines, education, General Land Office, park service, etc.

VISIT OF PRESIDENT HARDING

On July 13, Hon. Warren G. Harding, President of the United States, arrived at Seward on the transport *Henderson*, accompanied by Mrs. Harding; Hon. Hubert Work, Secretary of the Interior; Hon. Herbert Hoover, Secretary of Commerce; Hon. Henry C. Wallace, Secretary of Agriculture; Hon. Frederick N. Gillette, Speaker of the House of Representatives; and other persons high in the governmental affairs of our Nation.

The President and party, totaling 70 people, left Seward at 2.35 of the same afternoon in a special train for Fairbanks. A side trip over the branch line to Chickaloon was included, in addition to the trip over the entire main line from Seward to Fairbanks and return, without untoward incident of any kind.

July was a history-making month for the Alaska Railroad, witnessing the first visit to the project by a chief executive of our land, the driving by him of the golden spike at North Nenana, July 15, commemorating the completion of the line; other items connected with his trip over the route; the visit of the Secretary of the Interior, chief officer of the railroad, etc. The coming of President Harding and this party of notable persons has unquestionably done more to direct

attention to Alaska and the railroad belt than all efforts in the way of advertising which have been undertaken since the road has been on an operating basis.

OPERATION

On July 7, the first tourist special was run, with which to handle the Brooklyn Daily Eagle party from Seward to Fairbanks, with stop particularly for the dedication of Mount McKinley National Park.

Passenger traffic was augmented by considerable number of tourists.

CHANGES IN ORGANIZATION DURING 1923

The year 1923 marked the passing of the construction period and the Alaskan Engineering Commission. Col. F. Mears, having been recalled to active Army duty, Col. James G. Steese was appointed in his stead as chairman and chief engineer of the Alaska Railroad, assuming active charge on March 26, 1923. Maj. John C. Gotwals was appointed vice chairman at the same time. These officers had been for some time, respectively, president and engineer officer of the Alaska Road Commission.

By Executive order, dated June 8, 1923, the operation of the Alaska Railroad was placed under the direction of the Secretary of the Interior, in all respects as though so directed in the basic law placing such responsibility upon the President.

Under the terms outlined by order of the Secretary of the Interior, dated August 15, 1923, the designation Alaskan Engineering Commission was abolished and the Alaska Railroad substituted therefor. In a memorandum for the press issued by the Secretary's office it was stated that the change of designation was decided upon on account of the fact that the railroad had been completed and was entirely under operation; also that it would eliminate the confusion of this activity of the Interior Department with what is known as the Alaska Road Commission, the latter charged with the construction and maintenance of wagon roads in Alaska.

In compliance with the terms of the same order that "the President desires that with the reduction of its construction activities the overhead of the Alaskan Engineering Commission shall be reduced and the Alaska Railroad placed upon an ordinary operating basis as rapidly as is consistent with good management," further plans were inaugurated for a careful overhauling of the entire project, as well as aggressive plans formulated toward acquiring more business for the railroad.

On October 1, 1923, the undersigned was appointed general manager of the Alaska Railroad, in charge of all activities of construction, maintenance, and operation. The month was spent in conference in Washington with the Secretary of the Interior, and in looking the situation over with the view to developing in the States business for the railroad; arrived in Anchorage on November 10, 1923.

Before sailing from Seattle, arrangements were made to discontinue the uptown traffic office on December 1, effecting a saving of \$5,000 per annum, at the same time caring for such calls as might be made upon a traffic office, through that of general purchasing agent in the Bell Street terminal.

Average number of men employed during November 1,364, which was reduced for December to 1,034. Further retrenchments and savings effected, will, of necessity, be treated of in detail in report for fiscal year, which follows this compilation in close order.

ACCIDENTS

On January 1 engine 242 was derailed by glaciated track at the north end of mile 91, causing this locomotive to go over the bank, resulting in the death of Conductor Charles Odd, who was scalded by steam from broken pipes. Engineer Smith and Fireman Davis suffered minor injuries.

A laborer, Nick Kostriotes, was killed on February 8, while attempting to alight from moving train.

There were no injuries to passengers during the year.

FORCE REPORT

Average number of men employed, by month, follows:

1923		1923—Continued	
January	1,252	October	1,364
February	1,200	November	1,364
March	1,186	December	1,034
April	1,722		
May	2,012	Total	19,703
June	2,100		
July	2,272	Average per month	1,642
August	2,225	Number imported from States	
September	1,972	account shortage in Alaska	241

MILEAGE STATEMENT

The following mileage statement, revised on account of line changes, standardization of narrow-gauge line, etc., will supersede former tables sent in annual reports:

	Miles
Standard-gauge railroad, main line	470.3
Matanuska branch and Eska spur, standard gauge	41.4
Healy coal spur, standard gauge	4.6
Total standard-gauge railroad, exclusive of sidings and wyes	516.3
Sidings and yard track, standard gauge	64.0
Total standard-gauge track	580.0
Chatanika branch (Tanana Valley Railroad) narrow gauge (36-inch)	39.2
Moose Creek spur (narrow gauge, 36-inch)	4.8
Total narrow gauge	44.0
Grand total mileage	624.0

COAL MINING

Owing to the closing of prospecting and mining operations in the Chickaloon field, and the abandoning of operations of the Eska mine (owned by the railroad) in order to foster development of the coal-mining industry by private operators, and in order to build up general

economic growth, the rather elaborate mining reports and statistics are not now available. The railroad procured its coal from the Healy and Matanuska districts, and there has been quite some movement of commercial coal, as reflected by miscellaneous traffic statistics appended hereto; this shows considerable advance over previous years.

MINING AND AGRICULTURE

There have been no phenomenal increases or startling decreases in agricultural development or metalliferous mining in the railroad belt, during the year. The agricultural developments along the line, especially in Matanuska and Tanana Valleys, merely kept pace with the mining and industrial development upon which it depends for support. The population has decreased somewhat during the year, although it is general opinion the completion of the railroad and regular service thereon will produce a stimulating effect, in time, and bring about a more substantial or stable economic condition.

FREE SERVICE RENDERED OTHER GOVERNMENT DEPARTMENTS DURING 1923

The free service rendered other departments, bureaus, and establishments of the Federal Government for 1923 reached the total of \$80,091.06 as compared with \$80,763.59 for 1922.

DETAILED REPORTS AND MISCELLANEOUS STATEMENTS

Departmental reports in detail, along with other appendices, setting forth the activities of the various departments of The Alaska Railroad, are attached to and made a part hereof, as follows:

- Appendix A. Report of superintendent of transportation.
- Appendix B. Report of master mechanic.
- Appendix C. Report of superintendent of commissary and stores.
- Appendix D. Report of chief surgeon.
- Appendix E. Report of examiner of accounts.
- Appendix F. Statement showing free service furnished.
- Appendix G. Operating statistics.
- Appendix H. Balance sheet and cost statement.
- Appendix I. Operating statistics.

LEE H. LANDIS,
General Manager.

APPENDIX A

REPORT OF SUPERINTENDENT OF TRANSPORTATION

The following is a report of the transportation department for the year 1923.

TRAIN OPERATION

Regular passenger and freight service was maintained throughout January with no failures. The weather was very favorable with only light snowfall.

On January 24 No. 1, which left Nenana on time, was delayed 5 hours 15 minutes between Windy and Willow on account of running the rotary snowplow ahead of this train bucking heavy drifts. This train arrived at Seward 4 hours 45 minutes late.

During February the weather conditions were favorable and there was little delay chargeable to snow trouble, except three slides on February 11, mile 76, mile 76½, and mile 78. Rotary working on these slides had the line clear at 10 a. m. February 13. It was necessary to operate snowplow ahead of passenger trains quite frequently during the month.

During March weather conditions were exceptionally favorable and it was only necessary to operate Russel snowplow three round trips between Curry and Healy, and four round trips between Seward and Anchorage. The rotary snowplow was not required during March. No. 1 of March 17, arriving at Anchorage on time, was annulled Anchorage to Seward on account of rock slide at mile 90, which was cleared the following day and passengers handled on extra train to Seward.

During April passenger service was maintained with no failures. Weather conditions were favorable and no delays were chargeable to snow conditions. Snow crew working between Curry and Healy was released on April 11, and the crew working between Anchorage and Seward was released on April 12.

During May work was completed on the Tanana River bridge at Nenana, and the narrow-gauge track between Nenana and Happy was widened to a standard gauge track, and passenger service was extended through from Seward to Happy early in May. This service formerly terminated at Nenana, the service beyond that point being handled by mixed train on narrow-gauge road. No. 1 of May 9 was delayed 10 hours on account of snowslide at mile 53.1 and No. 2 the following day was annulled from Seward to Happy on account of another snowslide at mile 53.1, and was run as passenger extra, leaving Seward on May 16.

Through passenger service which had heretofore been in effect since the first of the year was discontinued on May 6, and the semiweekly service inaugurated between Seward and Fairbanks, which stop-over during the night at Curry. At Happy passengers were transferred from the standard-gauge to the narrow-gauge line and handled into Fairbanks. Trains under the new schedule operated from Seward to Curry, and Curry to Happy.

On May 13 the bridge across Noyes Slough was washed out by ice and a transfer was necessary across this slough by boat for a period of five days during the time repairs to bridge were being made.

Between May 5 and May 13 there were three snowslides at mile 53.1, making it necessary to organize rotary crew at Anchorage each time to clear these slides.

During June service was normal from the 1st to 12th. On June 5 the U. S. S. *Cambrai* arrived at Seward with congressional party of 70 people. Special service was provided for this party Seward to Fairbanks and return, including a trip to Chickaloon.

On June 15 standard-gauge track was laid into Fairbanks and the transfer of freight and passengers at Happy discontinued. This date was in reality the day of actual completion of standard-gauge track between Seward and Fairbanks.

Exceptionally heavy rain fell from Broad Pass to Fairbanks on June 8, 9, and 10, preceded by 90 to 95° weather on June 7, causing high water in all the rivers and creeks in that territory, particularly between Cantwell and Brown. Bridges over the Cantwell River and Windy Creek were seriously damaged. A portion of bridge over Nenana River at mile 370 was carried away, and one or two bridges

on the Healy River coal spur were damaged by flood water. Considerable track was washed out between Windy and McKinley Park, and the bank at mile 353.2 slid out, necessitating the driving of a 200-foot trestle at that point, which was completed on June 27 and through service resumed. During this period freight service was interrupted, however, all of the highly perishable freight was transferred. Passenger service was as follows:

June 12: Passenger extra north left Curry, made Summit turn. No train Fairbanks south.

June 15: Passenger extra north left Curry, made Broad Pass turn, and passenger extra made turn between Fairbanks and Nenana.

June 19: Made passenger transfer at washout, mile 353, train handling passengers out of Curry turning back to Curry from washout, train from Fairbanks turning back to Fairbanks from washout.

June 22: Northbound train Curry to McKinley Park and return to Curry. Southbound train Fairbanks to Nenana and return. No passenger service between McKinley Park and Fairbanks account track being impassable at washout, mile 353.

June 25: No. 2 on time Seward to Anchorage, set back 25 hours at Anchorage, and run following day account impossible make transfer mile 353, and no train out of Fairbanks. Regular service resumed June 27.

During July all passenger trains were on time. Weather conditions during the month were favorable. Very light rain fell and there were no obstructions from slides or washouts.

On July 7 Brooklyn Eagle tourist party arrived at Seward on steamer *Alaska*, and was handled on special train Seward to Fairbanks. Stops were made at important points along the line, including a stop of 20 hours at McKinley Park, at which time the park was dedicated. Train arrived at Fairbanks 7 a. m. on July 10, at which point the train was released and this party went out over the Richardson Highway to Chitina, thence to Cordova.

On July 13 the transport *Henderson* with the presidential party, arrived at Seward at noon and was handled by special train Seward to Fairbanks and return, leaving Seward on July 13 at 2.35 p. m. This special train consisted of nine cars. Stop of one hour was made at Tunnel for dinner, which was had in the railroad mess house at that point. A stop of 1 hour 40 minutes was also made at Anchorage. The train then proceeded to Chickaloon, where an eight-hour stop was made for rest. This train left Chickaloon at 10 a. m. July 14 for Broad Pass. Upon arrival of train at Wasilla, President Harding handled the engine, 618, and train from Wasilla to Willow, a distance of 26 miles. A two-hour stop was made at Curry, where dinner was served in the hotel, and upon arrival at Broad Pass a stop of eight hours was made for rest. Train left Broad Pass 8 a. m. July 15, and stops were made at Cantwell, McKinley Park, Healy, and Nenana.

On arrival of train at the north end of the Tenana bridge train was stopped and President Harding drove a golden spike at that point to commemorate the final completion of the road. Train then proceeded to Fairbanks, arriving there at 9 p. m. Returning the party was divided at Fairbanks and two special trains were run. First section left Fairbanks at 1.30 p. m., July 16, with Secretary Work and party, and the second section left Fairbanks at 5 p. m. with President Harding and party. The two trains were consolidated at Nenana, leaving that point at 9.30 p. m. for Seward. Stop was made at Curry July 17 for breakfast, and train arrived at Anchorage at 2.30 p. m., where the train was again divided, President Harding and party leaving Anchorage at 3.45 p. m. and arriving at Seward 10.35 p. m., July 17. Secretary Work and party left Anchorage with the second section at 1 a. m., July 18, arriving Seward at 6.35 a. m.

During August all passenger trains ran on time. Very light rain fell during the month and there were no delays on account of slides or washouts.

During September passenger trains ran on time with two exceptions when minor delays were experienced.

During October exceptionally heavy rains fell between the 4th and 12th, raising all streams to a flood stage. Between Seward and Anchorage track was badly washed out at various points. Several bridges were also washed out. No trains were operated between Anchorage and Seward from October 6 to October 31 on account of these washouts. During this time boats of the Alaska & Pacific Steamship Co. were operated to Anchorage. Service north of Anchorage was normal except that No. 2 of October 15 was set back 24 hours on account of washout of small bridge over Peters Creek at the north end of Birchwood siding.

During November weather conditions were normal, and the train service between Seward and Anchorage, which was interrupted by washouts on October 6, was not resumed until November 7, No. 1 of that date running through to Seward. Owing, however, to numerous slow orders over that district, trains lost from 45 minutes to one hour on the running time between these two stations during the balance of the month.

On November 8 a rock slide occurred at mile 353, blocking the main track. Ditchers were sent from Anchorage to Nenana to clear this line. Freight traffic was interrupted and trains 3 and 4 made a transfer at this point on November 9 and 13. The slide was cleared at 1.15 p. m., November 14 and regular service resumed.

The first snow of the season fell on November 4, and the first snowslide occurred on November 13 and came down over the snowshed at mile 71.4.

During December regular service was maintained throughout the month with no serious interruptions. The snowfall was comparatively light and Russel plows proved capable of keeping the line open except on a few occasions when it was necessary to operate rotary snow plow south of Anchorage.

ACCIDENTS

The following serious accidents occurred during the year:

On January 1 engine 242 and engine 221 on extra north, Seward to Anchorage, ran up on glacier ice on the rail at mile 91.7. This accident occurred at 5 a. m. and glacier was not visible. Engine 242 left the track and ran over the bank to the tide flats followed by a flat car loaded with ties, which shifted and ties piled up on engine below. Conductor Charles Odd, who was riding on engine 242, was badly scalded and died in Anchorage Hospital at 1 p. m. the same day. Engineer Smith and Fireman Davis were slightly but not seriously injured. Special service was provided to bring the injured employees to the hospital at Anchorage. No. 2 on that date was delayed by derailment of this train ahead 8 hours 20 minutes and arrived at Nenana 8 hours late.

No. 2 of January 8 was delayed at mile 65.5 for 8 hours 45 minutes on account of a loose tire on engine 618. Tire split and came off and it was necessary to send a relief engine from Anchorage. This train arrived at Curry 7 hours 45 minutes late.

On January 26 while Brakeman Paul Borak was switching coal cars at north Nenana transfer yard right hand was badly mashed in making link-and-pin coupling between two narrow-gauge cars.

On February 8 Nick Kastriotes, a section laborer en route Anchorage to Caswell for duty, attempted to alight from train while in motion approaching Caswell. He fell and was dragged some distance between journal boxes and snow banks. He was put on train to be taken through to Nenana for medical attention but died aboard the train near Broad Pass.

On July 26, while making a link-and-pin coupling between engine 152 and narrow-gauge car 564 at Fairbanks, Brakeman G. R. Turner had his left hand badly crushed.

On July 23 Conductor M. Hyland and Brakeman Frank Glass had their hands caught while dumping a narrow-gauge 4-yard dump car at Fox. Brakeman Glass had three fingers on his left hand broken, and Conductor Hyland had thumb of his left hand broken.

MAIL SERVICE

During the year the following failures in train service occurred resulting in delays to mail:

Date	Train No.	Mileage	Points between which failure occurred and its cause
Feb. 12.....	2	411	Seward and Nenana account snow conditions; ran as passenger extra Feb. 13.
Feb. 13.....	1	411	Nenana and Seward account snow conditions.
Feb. 15.....	2	411	Seward and Nenana account snow conditions.
Mar. 17.....	1	411	Anchorage and Seward account rock slide mile 90; ran as passenger extra Mar. 18.
May 10.....	2	460	Seward and Happy account snow slides mile 53; train ran as passenger extra May 11.
May 14.....	2	460	Seward and Happy account snow slide mile 53.
Do.....	13-24	32	Fairbanks-Chatanika Account washout mile 8, Chatanika branch
Do.....	23-14	32	Chatanika-Fairbanks
May 22.....	1	411	Nenana and Seward account mud slides between Healy and McKinley Park; ran passenger extra May 23.
May 24.....	2	460	Seward and Happy account no equipment due to No. 1 of 22d 24 hours late; ran as passenger extra May 25.
June 12.....	4	99.2	Summit and Nenana account washouts mile 317 to mile 371.
Do.....	3	99.2	Nenana and Summit account washouts mile 317 to mile 371.
June 15.....	4	85.0	Windy and Nenana account washouts mile 330 to mile 371.
Do.....	3	85.0	Nenana and Windy account washouts mile 330 to mile 371.
June 22.....	4	63.8	McKinley Park to Nenana account washout mile 354.
Do.....	3	63.8	Nenana to McKinley Park account washout mile 354.
Oct. 8.....	2	74.8	Seward and Gridwood account washouts.
Oct. 8.....	1	74.8	Gridwood and Seward account washouts.
Oct. 10.....	1	114.2	Anchorage and Seward account washouts.
Oct. 11.....	2	114.2	Seward and Anchorage account washouts.
Oct. 13.....	1	114.3	Anchorage and Seward account washouts.
Oct. 15.....	2	114.3	Seward and Anchorage account washouts.
Oct. 17.....	1	114.3	Anchorage and Seward account washouts.
Oct. 18.....	2	114.3	Seward and Anchorage account washouts.
Oct. 20.....	1	114.3	Anchorage and Seward account washouts.
Oct. 22.....	2	114.3	Seward and Anchorage account washouts.
Oct. 24.....	1	54.0	Mile 54 and Seward account washouts.
Oct. 25.....	2	54.0	Seward and mile 54 account washouts.
Oct. 27.....	1	114.3	Anchorage and Seward account washouts.
Oct. 29.....	2	114.3	Seward and Anchorage account washouts.
Oct. 31.....	1	54.0	Mile 54 and Seward account washouts.
Nov. 5.....	2	114.3	On Oct. 6, 1923, due to extra heavy rainfall line washed out in considerable number of places between Seward and Anchorage, as well as span of bridge at mile 54 being washed out and damage to a number of other bridges. Seward to Anchorage account washouts.

T. & T. DEPARTMENT

During the year 1923, due to adverse weather conditions, there was an unusual amount of trouble experienced in the maintaining of circuits. Eleven total interruptions to service were experienced, six being of short duration of from one to three hours, the balance being of major importance, the most severe being on June 9 and due to exceptionally heavy rains between Broad Pass and Nenana. Forty tripods which support the line were washed out at various points. Service was restored as far north as Healy on the 11th and was normal on the 13th.

On September 25, 6 inches of heavy wet snow fell between Curry and Broad Pass. Considerable amount of damage was done, resulting in broken wires, cross arms, poles, and tripods, due to the weight of the heavy snow.

On October 12, 2,000 feet of line were destroyed by fire at mile 350. During the month of October a considerable amount of trouble was experienced between Seward and Anchorage, due to numerous trees being blown across the line.

From April 1 to December 18 our maintenance crew was in the field. Their work consisted of heavy maintenance work, such as renewing, stubbing, and strengthening poles, pulling slack, removing glass insulators, and other work incident to general line repairs, principal work being done between Seward and Potter. A small amount of work was done between Eagle River and Wasilla and between Talkeetna and Curry.

A temporary line was opened from Moose Creek to Baxter's mine, a distance of 4 miles, to provide telephone service on Moose Creek narrow gauge spur.

The radio station at Anchorage, which is owned by the Alaska Railroad, was turned over to the Signal Corps for operation during the month of March. The Alaska Railroad maintains all the equipment in this plant, as well as furnishes the power.

The light, power, and telephone system at Anchorage and at Nenana is operated by the city under lease from the railroad at each of these points.

The pole line between Potter and Wasilla is in most part in very poor condition, due to poles rotting at the ground line. These poles have been in service for approximately eight years.

The telephone line between Curry and Broad Pass, which was constructed before track was laid, and is of a temporary nature, is in very poor condition.

DOCKS AT SEWARD AND ANCHORAGE

Docks at both these points were operated during the year, Seward dock being open the entire year. Anchorage dock was opened on March 24 and closed on November 14.

Following is a summary of the business handled over these docks during the season:

	Seward dock	Anchorage dock	Total
Boat arrivals.....	124	44	168
Passengers.....	8, 128	1, 846	9, 974
Freight inbound, commercial local.....	6, 116	7, 564	13, 680
Freight inbound, commercial rail line.....	6, 132	6, 351	11, 483
Freight inbound, the Alaska Railroad.....	7, 910	8, 261	16, 171
Total inbound.....	20, 158	21, 176	41, 334
Freight outbound, commercial local.....	1, 262	766	2, 028
Freight outbound, commercial rail line.....	731	8, 478	9, 209
Freight outbound, the Alaska Railroad.....	320	8	328
Total outbound.....	2, 313	9, 252	11, 565
Grand total.....	22, 471	30, 428	52, 899

NOTE.—Commercial local freight shown above represents local freight from or to Seward or Anchorage only, or for transshipment to connecting water carriers at these docks. Commercial rail line freight is freight received at Seward or Anchorage for movement from or to rail line points of the Alaska Railroad.

TANANA AND YUKON RIVER BOAT SERVICE

Ice broke in the Tanana River at 2 p. m. May 9. On May 16 two barges were launched; on the 17th steamer *Jacobs* was launched; on the 25th steamer *Davis* was launched.

Steamer *Jacobs* left Nenana on the first trip of the season May 23 at 9.30 p. m. with two barges, carrying a total of 450 tons of freight, mail, and express.

Steamer *Davis* sailed on her first trip at 1.05 a. m. June 3 with one barge and approximately 200 tons of freight, mail, and express.

On first trip with the steamer *Davis* coal was used for fuel. This proved to be a failure on this particular boat, and as a consequence it was necessary to turn the boat back at Tanana after meeting the steamer *Jacobs*. On her arrival at Nenana she was converted to a wood burner.

In July arrangements were made to send the steamer *Jacobs* up the Tanana River to McCarty to meet and accommodate the presidential party, who were routed from Fairbanks to Chitina over the Richardson Highway. On arrival of the steamer *Jacobs* at Richardson it was learned that the presidential party would not go out over the highway and the steamer *Jacobs* then returned to Nenana and continued in regular service.

Late in September a considerable amount of heavy tonnage was received at Nenana for river points, this freight being ordered by various shippers along the river points to carry them over the winter months. These heavy shipments taxed the carrying capacity of these boats, and it was with difficulty that all shipments were finally cleaned up and handled to destination before ice started to run in the Tanana and Yukon Rivers.

On the last trip of the steamer *Davis* trouble was experienced with her boiler, and it was necessary to turn the boat back from Ruby after making transfer to the steamer *Jacobs*, which completed the trip to Holy Cross, and on account of being late in the season on arrival of the *Jacobs* at Holy Cross it was necessary to place the barges *No. 1* and *No. 2* in winter storage there. They were placed in Walkers Slough, where there would be no danger of boats being caught in running ice during the spring break-up. The steamer *Jacobs* then returned to Nenana, leaving Holy Cross on September 30, arriving at Nenana on October 6.

The steamer *Davis* was pulled out of water at Nenana on October 8 and steamer *Jacobs* on October 9.

Following is fuel and mileage statement for these two boats:

Steamer *Gen. J. W. Jacobs*:

Total mileage	13, 552
Total wood consumed, cords	1, 118
Average cost per cord	\$6. 59
Total cost fuel	\$7, 374. 67
Average cost fuel per mile	\$0. 544
Average miles per cord	12. 12

Steamer *Gen. Jeff C. Davis*:

Total mileage	9, 826
Less one trip to Tanana and return while burning coal	396
Total mileage, burning wood	9, 430
Total wood consumed, cords	1, 519
Average cost per cord	\$6. 118
Total cost fuel	\$9, 294. 50
Average cost wood per mile	\$0. 9856
Average miles per cord	6. 2
Total mileage, river service	23, 378
Total passenger-miles	244, 864
Total ton-miles	1, 574, 520

Following is statement of tonnage:

Through freight, commercial	2, 736
Local freight:	
Commercial	477
Government	412
Total	3, 625

Passengers handled were as follows:

Revenue passengers to and from all revenue points	552
Nonrevenue passengers, including employees traveling on passes; also employees of other departments of the Government	128
Total passengers handled	680

Following is the estimated white population of interior river points on October 1, 1923:

Eagle and tributary country	186
Yukon River from Eagle to Circle	35
Circle and tributary country	100
Fort Yukon and tributary country	60
Beaver and tributary country	50
Yukon River from Beaver to Rampart	15
Rampart and tributary country	35
Yukon River from Rampart to Tanana	6
Tanana and tributary country	40
Kokrines and tributary country	10
Ruby	40
Long Creek	30
Poorman Creek and tributary country	30
Louden, Nulato, Koyukuk, Kaltag, and tributary country	125
Anvik and tributary country	30
Holy Cross	30

Iditarod River points, including Flat City.....	325
Innoko River points, including Ophir.....	300
Yukon River from Holy Cross to St. Michael.....	95
Hot Springs and tributary country.....	125
Livengood and tributary country.....	130
Kantishna River.....	90

Total estimated white population..... 1,887

TRAFFIC

Early in the season a new traffic agreement was made between the Alaska Railroad and the Alaska and Pacific steamship companies, resulting in a reduction of divisions on through freight moving between Seattle, Tacoma, and points on the Alaska Railroad. Owing to this reduction which was received from the steamship companies, new through class and commodity rates were named, which resulted in reduction of all rates of from 5 cents to 20 cents per hundred pounds.

Arrangements were also made with the American-Yukon Navigation Co. for the naming of through rates from Seattle and Tacoma to points on the upper Yukon River from Rampart to Eagle, and arrangements were made with the Northern Commercial Co. of Alaska for the handling of freight, mail, and passengers on the lower Yukon River from Holy Cross to St. Michael. No through rates were named for these points, basis of rates being to Holy Cross plus the local rate beyond.

Arrangements were also made with the Irawood Transportation Co. for the handling of traffic from Holy Cross to Iditarod.

On March 20 coal rates applying from Jonesville and Moose Creek to Anchorage and Seward were reduced 20 to 50 cents per ton.

Eight trips of steamers of the American-Yukon Navigation Co. were made into Nenana from upper Yukon River points. On most of these trips these boats handled from 500 to 1,000 tons of ore from the Mayo district, resulting in this carrier receiving approximately 7,000 tons of ore for movement via Anchorage to smelters in Idaho and California.

APPENDIX B

REPORT OF MASTER MECHANIC

GENERAL OUTLINE OF WORK PERFORMED BY THE MECHANICAL DEPARTMENT
FOR THE YEAR 1923

ANCHORAGE, ALASKA.

Col. LEE H. LANDIS,
General Manager.

I am giving you below a summary of work performed by the mechanical department, its progress, and operations during the year 1923:

SHOP MACHINERY AND SHOPS, GENERAL

At Anchorage: Force, 165. General machine, blacksmith and boiler shop, tin shop, car shop, roundhouse, power plant, marine ways, water service, pump men.

At Seward: Force, 7. General shop (including roundhouse, machine and blacksmith shop, etc.).

At Curry: Force, 11. General shop (including roundhouse, machine and blacksmith shop, etc.).

At Nenana proper: Force, 48. Machine shop, boiler shop, blacksmith shop, car shop, carpenter shop, tin shop, water service.

At North Nenana: Force, 1 (average for year; discontinued April). General shop (including roundhouse, machine and blacksmith shop, etc.).

At Fairbanks: Force, 10. General shop (including roundhouse, machine, and blacksmith shop, etc.).

Labor and material distribution for the entire mechanical department is handled through the master mechanic's office at Anchorage. This force consists of shop accountant, assistant shop accountant, time keeper, draftsmen, stenographer, and messenger, the messenger handling messenger service for all departments of railroad headquarters. There is employed in the mechanical department at Nenana one clerk in the office of general foreman. Above report an estimate of men in different departments, being figured on a 12-month basis.

Arthur B. Gray, with machine car 003, was at different points on the northern division, making such necessary repairs to equipment as practicable, until discontinuance of machine car during latter part of year.

SEWARD

There were regularly employed at the Seward shops during the year 1 for 3 man, 2 hostlers, 1 machinist helper, 1 car inspector, and 1 coach cleaner.

Repairs were made to locomotives in transportation service as necessary.

Repairs were handled to rotaries and snowplows in snow service.

General machine-shop work was handled in connection with repairs to freight and passenger equipment and track department.

The crane being used in Seward Yard was hostled and repaired as necessary.

Tools were repaired and sharpened as necessary from time to time for section crews.

All freight and passenger equipment tying up at this terminal was inspected, cleaned, oiled, and repaired as needed, and all general shop and roundhouse work was performed in connection with this terminal.

Private jobs were handled from time to time for parties unable to get the work done elsewhere, collection for same being made through the office of master mechanic and report of same appearing in the monthly labor and material statement for the mechanical department.

CURRY

There was employed at Curry at the first of the year a force of 15, this being later reduced to a permanent force of 9 men consisting of 1 foreman, 3 hostlers, 3 heating-plant firemen, 1 coach cleaner, and 1 car inspector. All passenger trains tied up overnight at this point and engines were hostled and light repairs made as necessary. All freight and passenger equipment tying up at this terminal was inspected, cleaned, oiled, and light repairs made as necessary, and all general shop and roundhouse work performed in connection with this terminal.

NENANA

The force at this point varied from 47 at the first of the year to 88 during April, being reduced to 31 at the end of 1923. This included one assistant master mechanic, machinists, boiler makers, blacksmiths, car repair men, carpenters with helpers, and water-service force.

Heavy repairs were made to locomotives on the northern division and running repairs were made as necessary.

Repairs were handled to all work equipment.

All necessary repairs were made to freight, passenger, and work train equipment.

Necessary work done by all departments in the maintenance of all commission property, buildings, etc.

Necessary work done on steamers *Jacobs* and *Davis* and on launches and barges used in connection with river service.

Private jobs were handled from time to time for parties unable to get the work done elsewhere, collection for same being made through the office of master mechanic.

All freight and passenger equipment tying up at this terminal was inspected, cleaned, oiled, and repaired as needed, and all general shop and roundhouse work was performed in connection with this terminal.

NORTH NENANA

Discontinued in April upon completion of standard-gauge track through to Fairbanks.

FAIRBANKS

A regular force of from 10 to 12 men was maintained at this terminal after the opening of the standard-gauge track through to Fairbanks; this consisted of foreman, hostlers, machinists, boiler maker, car repair men, helpers, and firemen of heating plant.

Repairs were made to locomotives in transportation service as necessary.

Repairs made to work equipment as necessary.

Motors No. 80 and No. 90, running to College, were cleaned, oiled, and repaired as necessary.

Narrow-gauge locomotives and equipment cleaned, oiled, and repaired as necessary.

Necessary repairs made to standard freight, passenger, and work train equipment.

All freight, passenger, and work equipment tying up at this terminal was inspected, cleaned, and oiled as needed and all general shop and roundhouse work performed in connection with terminal.

MARINE WAYS

ANCHORAGE

During winter months there was employed at the marine ways one night watchman and one captain acting in capacity of repair man and watchman during the day.

The gas boat *Alaska* was put in operation on the 24th of May with a crew consisting of a captain, an engineer, a deck hand, and a cook—used in connection with tie contract. Put in winter quarters during early part of November and crew discharged.

Repairs to equipment made as necessary.



NENANA

Steamers *Jacobs* and *Davis* launched around middle of May for operation in connection with river-boat service on the Tanana and Yukon Rivers. Put in winter quarters, together with all barges used in river transportation, between 6th and 20th of October.

Repairs to *Jacobs* and *Davis* and to all launches and barges used in river service were handled as necessary.

Private party work handled in Anchorage and Nenana shops during the year 1923

Month	Number of jobs handled	Total amount	Cash collected by mechanical department	Month	Number of jobs handled	Total amount	Cash collected by mechanical department
January.....	18	\$314.16	\$314.16	August.....	21	\$207.91	\$207.91
February.....	16	377.38	377.38	September.....	11	128.55	128.55
March.....	21	248.23	248.23	October.....	18	201.44	201.44
April.....	22	376.88	376.88	November.....	16	232.96	232.96
May.....	30	450.83	450.83	December.....	11	77.29	77.29
June.....	23	499.80	499.80				
July.....	28	414.14	414.14	Total.....		3,529.57	3,529.57

Private jobs handled by the mechanical department and turned over to the accounting department for collection (accounts receivable)

Month	Number of jobs handled	Total amount	Total to be collected by the accounting department	Month	Number of jobs handled	Total amount	Total to be collected by the accounting department
January.....	11	\$555.85	\$555.85	August.....	5	\$592.91	\$592.91
February.....	10	306.14	306.14	September.....	2	44.10	44.10
March.....	8	318.99	318.99	October.....	7	120.79	120.79
April.....	13	74.12	74.12	November.....	8	86.76	86.76
May.....	20	410.47	410.47	December.....	7	42.95	42.95
June.....	26	597.62	597.62	Total.....		3,670.61	3,670.61
July.....	34	519.91	519.91				

Total accounts receivable:

Labor.....	\$4,180.33
Material.....	3,019.85
Total.....	7,200.18

Distribution of mechanical department pay roll for year 1923

	Total pay roll	Percentage pay roll
1. Investment in road and equipment.....	\$76,676.36	0.16591
2. Maintenance of way and structures.....	31,715.40	.06862
3. Maintenance of equipment.....	196,399.67	.42498
4. Transportation, rail line.....	102,766.49	.22237
5. Operation of floating equipment.....	1,629.05	.00352
6. Income, profit, and loss accounts.....	3,466.61	.0075
7. Accounts receivable.....	4,180.33	.00904
8. Departmental bills.....	45,297.66	.09806
Total.....	462,131.57	

Amount paid for sick leave and for overtime during year 1923

Month	Sick leave	Overtime	Month	Sick leave	Overtime
January.....	\$276.76	\$936.91	August.....	\$406.50	\$10.20
February.....	72.45	617.02	September.....	300.34	
March.....	649.94	509.03	October.....	776.00	
April.....	377.78	791.13	November.....	525.73	
May.....	289.28	1,430.43	December.....	627.71	
June.....	320.35	842.09	Total.....	4,897.42	5,638.35
July.....	274.58	501.54			

REPORT OF OPERATION AND MAINTENANCE OF THE ANCHORAGE POWER PLANT, 1923

The power plant was operated by the mechanical department for the year 1923.

There were regularly employed during the year three engineers, three firemen, three firemen helpers, and an extra engineer used as relief man for engineers and firemen. There were two extra helpers employed for the purpose of unloading coal, but being discontinued the latter part of season, this work being done by locomotive crane.

A wood floor was placed in engine room; a permanent galvanized roof was placed on power plant; the engine room was ceiled and plastered; two Oswego 175-horsepower water-tube boilers were condemned and removed, being replaced by two Heine type marine boilers having a rating of 250 horsepower each at 10 square feet of heating surface per boiler horsepower, built for 200-pound guage working pressure, to be used at 150-pound guage working pressure.

The power plant furnished light and power to the city of Anchorage and to the Alaska Railroad shops and terminal lighting.

The power-plant equipment as of January 1, 1924, consisted of—

One Imperial type 10 Ingersoll-Rand air compressor.

Two Oswego 175-horsepower water-tube boilers.

Two Heine type marine boilers, 250 horsepower each.

One 75-kilowatt direct-current generator, direct connected to Ames Iron Works tandam compound 10 by 17 inches engines.

One 100-kilowatt alternating-current 2,300-volt generator direct connected to Curtis steam turbine.

Two 300-kilowatt alternating-current, 2,300-volt generators, direct connected to Curtis steam turbine.

Two Worthington 10 by 6 by 10 inch outside-packed pumps.

One 125-volt motor generator exciter.

One Cochrane feed water heater.

Alternating current and direct current switchboard, meters, regulators, etc.

One 25-kilowatt constant-current street lighting transformer.

One Only fire pump, De Lavel steam turbine—head 475 feet; speed 2,900; 500 gallons per minute.

Power plant operation, 1923

Month	Alternating-current energy produced	Direct-current energy produced	Total energy produced	Alternating-current prop.	Direct current prop.	Tons coal used	Ash
January	119,770	3,259	123,029	97.4	2.6	1,489.6	22.5
February	98,740	3,318	102,058	96.7	3.3	1,182.67	29.1
March	99,240	3,776	103,016	96.3	3.7	1,509.4	14.9
April	82,590	2,859	85,449	96.7	3.3	1,361.55	23.2
May	68,990	2,956	71,946	95.8	4.2	1,107.3	27.3
June	54,100	3,453	57,553	94.0	6.0	870.7	32.5
July	69,780	2,673	72,453	96.3	3.7	758.2	43.2
August	78,570	2,787	81,357	96.5	3.5	921.45	43.21
September	88,460	2,754	91,214	97.0	3.0	1,018.55	43.09
October	110,888	2,939	113,827	97.4	2.6	1,326.35	20.51
November	131,630	2,887	134,517	97.8	2.2	1,351.72	17.8
December	149,230	3,518	152,748	97.6	2.4	1,442.45	23.8

Month	Cost of alternating current	Cost of direct current	Total cost	Cost per kilowatt of alternating current	Cost per kilowatt of direct current
January	\$11,508.51	\$307.21	\$11,815.72	\$0.096	\$0.0945
February	10,126.27	345.57	10,471.84	.1025	.1041
March	10,125.72	389.05	10,514.77	.102	.103
April	9,262.07	316.08	9,578.15	.1121	.1105
May	9,140.73	400.74	9,541.47	.1324	.1355
June	7,814.86	498.82	8,313.68	.1445	.1445
July	8,508.41	326.91	8,835.32	.1219	.1223
August	10,203.65	370.08	10,573.73	.1208	.1327
September	10,520.74	325.38	10,846.12	.1189	.1181
October	10,840.17	289.37	11,129.54	.0977	.0984
November	12,378.77	278.46	12,657.23	.094	.0964
December	12,779.38	314.25	13,093.63	.0823	.0893

Cost of production for year	\$127,371.20
Total kilowatts produced	1,189,167
Average cost per kilowatt for the year	\$0.1071
Total tons coal used	14,339.94

Locomotive equipment report

Engine	Mileage				Cost of repairs				Cost per mile run				Total mileage (8 years) 1916-1923
	1920	1921	1922	1923	1920	1921	1922	1923	1920	1921	1922	1923	
Number 1	7,776	177	96	399	\$1,014.73	\$947.21	\$606.62	\$1,087.30	\$0.130	\$5.351	\$6.318	\$2.725	44,637
Number 5		168	12,074			214.04	730.20	914.62		1.274	.0604		12,242
Number 10	8,466	4,012			1,420.64	996.78	541.46	1,350.25	.168	.248			12,855
Number 11	9,874		396	4,788	1,181.82	889.88	360.50	1,575.83	.120		1.415	.3291	15,432
Number 20	12,896	6,495	3,875		3,369.48	1,451.10	1,664.69	4,131.87	.300	.234	.4295		24,951
Number 21	1,820				289.77	855.10	543.48	856.94	.159				3,854
Number 208		2,902	13,731	10,945		722.24	1,745.69	5,802.88		.245	.1271	.5301	27,578
Number 221	20,856	14,446	17,441	16,777	3,180.28	7,376.24	2,446.08	5,416.53	.152	.510	.1402	.3228	27,936
Number 224	22,384	9,863	18,720	21,055	2,891.41	3,734.43	1,804.63	2,776.94	.120	.5106	.0964	.1318	116,536
Number 225	21,685	16,069	18,162	17,414	1,942.36	4,430.97	2,105.42	2,127.43	.089	.2751	.1159	.1221	32,023
Number 239	4,491	14,080		13,740	472.66	2,605.98	4,523.96			.152	.185	.3292	32,311
Number 242	21,729	13,432	13,517	7,363	2,842.01	2,521.04	1,646.11	6,573.00	.122	.1876	.1217	.8927	85,045
Number 247	14,274	14,464	13,071	13,114	2,990.85	3,396.42	1,454.83	5,320.99	.210	.2349	.1113	.4057	90,261
Number 264	21,462	18,692	13,877	15,879	2,163.90	4,503.15	3,758.65	3,084.14	.101	.2409	.2708	.1942	79,608
Number 265	23,923	19,237	19,834	12,827	3,092.70	2,605.92	1,877.95	5,970.64	.129	.1354	.0946	.4654	133,648
Number 266	21,789	15,034	11,633	15,797	5,890.32	2,198.41	3,640.02	3,644.48	.261	.1462	.3129	.2307	107,070
Number 270			9,317	7,421		1,094.78	1,887.47	5,663.35			.2025	.7631	16,738
Number 272		2,146	7,458	17,093		221.81	5,042.68	3,511.23		.103	.6761	.2054	26,697
Number 275	26,201	13,085	19,970	16,435	3,762.06	6,122.10	4,619.14	2,709.87	.144	.467	.2313	.1648	117,691
Number 277	17,231	4,303	11,314	12,916	4,973.10	2,023.34	2,269.07	4,777.43	.288	.4702	.2005	.3652	83,912
Number 278	8,237	19,634	19,189	17,233	9,033.41	2,747.35	2,207.16	4,363.00	1.097	.1399	.115	.2531	65,523
Number 280	18,051	15,579	16,434	21,185	7,173.51	4,710.57	3,566.38	4,044.42	.387	.323	.217	.1909	125,847
Number 285	19,571	20,893	20,480	16,146	3,291.28	8,153.54	2,258.70	3,636.55	.168	.302	.1102	.2252	78,420
Number 601	19,396	18,747	22,663	23,533	3,778.12	4,063.23	3,221.26	3,121.03	.195	.2167	.1421	.1326	84,339
Number 605		12,799	30,569	28,501		1,600.06	2,324.50	3,197.84		.125	.076	.1083	72,869
Number 606		31,214	28,780	22,553		4,838.97	2,638.12	3,879.72		.155	.0916	.172	82,547
Number 610	6,572	20,926	27,701	33,651	1,013.34	4,650.87	2,823.65	3,528.50	.154		.1019	.1167	88,850
Number 614			21,232	24,520			2,554.39	4,004.59			.1203	.1633	45,752
Number 618			6,212	27,498			850.04	3,528.46			.1368	.1283	22,710
Number 620	25,232	18,817	22,053	20,089	5,821.95	3,319.95	3,445.85	5,270.13	.251	.182	.1562	.2623	97,245
Number 1 (narrow gauge)						66.14	664.40	872.91					
Number 4 (narrow gauge)						122.32	526.51	850.19					
Number 6 (narrow gauge)						66.14	526.30	849.98					
Number 21 (narrow gauge)								1,240.11					
Number 22 (narrow gauge)								1,196.76					
Number 50 (narrow gauge)			4,858			164.07	3,242.25	917.49			.6674		4,858
Number 52 (narrow gauge)			12,380	3,650		96.01	2,904.83	1,688.15		.311	.2346	.4625	16,266
Number 151 (narrow gauge)		308		11,714		348.74	2,359.09	2,346.99		.261	.3945	.2003	19,026
Number 152 (narrow gauge)		1,333		13,328		168.87	1,305.07	1,778.99		.433	.1101	.1334	29,073
Number 830 (narrow gauge)		3,900				500.56	1,239.05	919.52		5.959	4.2144		878
		84	294										

Locomotives furnished during the year

Month	Engine	Days furnished	Days available	Percentage power utilized	Month	Engine	Days furnished	Days available	Percentage power utilized
January -----	21	322	651	49.4	July -----	28	523	868	60.8
February -----	21	325	588	55.2	August -----	29	607	899	67.8
March -----	20	355	620	62.1	September -----	26	451	780	57.8
April -----	23	395	690	57.9	October -----	26	367	780	47.0
May -----	23	478	837	57.1	November -----	23	326	690	47.2
June -----	26	481	780	61.6	December -----	20	288	620	46.45

SUMMARY

	1920	1921	1922	1923
Total engine-miles made -----	349,925	321,469	469,235	468,564
Total engine repair expense -----	\$71,026.04	\$80,566.88	\$80,208.22	\$123,054.41
Average cost per engine-mile -----	\$0.2030	\$0.2506	\$0.17093	\$0.2626

This record includes all engines in service with the Alaska Railroad from Seward to Fairbanks and on the Chatanika branch.

LOCOMOTIVES FURNISHED DURING THE YEAR—MISCELLANEOUS

Engine 1 is used at the Anchorage roundhouse for the purpose of roundhouse service and spotting cars in the shop, and for this reason there is a general repair charge against this but no record of mileage is kept as this engine is handled from time to time as required by hostler who is in charge at the roundhouse during the different shifts for the purpose of hosting engines tied up.

Engine 5 is out of service at Nenana, engine 10 out of service at Seward, and engine 11 at Curry.

Engine 20 is in the service of the Healy River Coal Corporation on the Healy River spur.

Engine 21 was condemned in 1922.

Engine 1 narrow gauge has been condemned. Engine 4 narrow gauge and 6 narrow gauge have been dismantled.

Engines 21 and 22 are being used by the Baxter Bedell Co. on the Moose Creek spur.

Engines 50 narrow gauge and 830 narrow gauge are out of service at Fairbanks.

Engines in back shop for general overhauling were: Engines 224, 242, 247, 265, 266, 270, and 280.

Engine 242 had a heavy repair due to wreck on January 1, 1923, at mile 93.

Running repairs were made to all engines in service from time to time as necessary by roundhouse forces.

Locomotives in derailments and collisions, other damage, etc., year 1923

Cause and damage	Date	Engine	Cost of repairs
Glacier on track at 3° curve to left at north end through cut -----	Jan. 1	242	\$1,200
Do -----	Jan. 1	221	100
Engine ran through south switch -----	Jan. 5	224	None.
Tire broke on right engine truck wheel -----	Jan. 8	618	100
Derailed—back drivers climbed -----	Jan. 16	264	None.
Engine failure—throttle disconnected in dome -----	Jan. 19	618	None.
Derailed—driver brake hanger broke off -----	Jan. 22	157	20
Derailed—ice and snow on track -----	Feb. 3	601	None.
Tire broke off on hind pair tank wheels -----	Feb. 23	151	80
Arch bar broke on hind pair of trucks on tender -----	Mar. 3	151	None.
Derailed—ice on rail -----	Mar. 12	225	None.
Tank hose became disconnected and lost tank of water -----	Mar. 13	605	None.
Engine hit caboose 1003; engineer thought caboose was on passing track -----	do	618	123
Left cylinder blown out -----	Mar. 15	610	95
Derailed—bad flanges on pony truck -----	Mar. 20	221	100
Tore off door jam; trestle settled with frost out -----	Apr. 17	285	None.
Two front drivers dropped off the rails; in pulling engine on, water hose broke off -----	May 10	52	-----

Locomotives in derailments and collisions, other damage, etc., year 1923—Continued

Cause and damage	Date	Engine	Cost of repairs
While turning engine on wye, engine slid 1 pair wheels through switch points.....	May 12	265	None.
Engine ran into rock slide at mile 96½.....	June 6	224	25
Tie catching against rail and car.....	June 9	285	None.
Derailed—track had been washed out; was filling with gravel.....	June 12	272	None.
Bad track—tank hose on right side broken.....	June 30	277	None.
Rear driver, right side, climbed rail.....	July 13	614	None.
Defective guard rail—engine went over top guard rail.....	July 15	152	None.
Defective brakes—engine missed coupling, derailing 3 empties; 4 dump cars off end of track.....	July 16	151	None.
Derailed—broken axle on tank of engine 618.....	July 18	618	275
Two cylinder cocks broken off; tank brake beam broken account defective rail joint.....	July 21	157	None.
Derailed—flange on car 1622 broke.....	Aug. 7	208	None.
Derailed—spread track.....	Aug. 17	152	None.
Do.....	Sept. 5	614	None.
In kicking cars, engine brakes locked and engine slid into rock chute, slightly damaging headlight and knocking down chute.....	Sept. 13	285	None.
Derailed—spread track.....	Oct. 6	618	None.
Do.....	Oct. 10	618	160
Derailed—sharp curve, little elevation.....	Oct. 11	614	None.
Trains parted and brake going into emergency, broke expansion block on front of engine 606, which was helping engine 272.....	do	606	20
Trucks on engine tank derailed; bad track.....	Oct. 18	278	None.
Pony trucks derailed; sharp curve.....	Nov. 12	278	None.
Cornered car 2267 on track 14; broke pilot beam on engine.....	Nov. 15	225	125
Four bolts broke account cold weather and drawbar pulled out of engine.....	Dec. 1	270	5
Soft plug blew out.....	Dec. 8	224	-----
Ran through switch account covered with snow; bent switch rod.....	Dec. 9	605	None.
Broken axle on tank engine 606; derailed baggage car 61 and coaches 3 and 4.....	Dec. 11	606	100
Account right piston engine blowing badly, engineer unable to see switch and ran through it.....	Dec. 12	247	None.

Summary of car-repair work

Cars inspected:	
Freight.....	26, 166
Work.....	2, 395
Passenger.....	6, 834
Cars repaired:	
Freight.....	3, 399
Passenger.....	624
Cars cleaned:	
Coaches.....	2, 224
Baggage.....	464
Box cars for powder.....	107
Cost of repairs:	
Freight.....	\$62, 845. 70
Passenger.....	\$22, 150. 81
Repair expense per car mile:	
Freight.....	\$0. 02396
Passenger.....	\$0. 04158
Average cost repairs:	
Freight.....	\$18. 49
Passenger.....	\$35. 49
Car mileage:	
Freight.....	2, 622. 307
Passenger.....	532. 626
Air brakes tested and adjusted on freight, passenger, and work-train cars.....	482
Cars painted and stenciled during the year.....	54
Triple valves repaired.....	198
Angle cocks repaired on freight, passenger, and work-train cars.....	205
Release valves repaired.....	18
Weight retainers applied.....	6
Return valves applied.....	5
Return valves overhauled.....	43

4 flat cars built into hot cars.

Coach Chatanika remodeled and repaired.

Diner and observation car Nenana overhauled and repaired.

2 Hart cars converted into center dumps.

20, 1400 and 1600 series, cars converted into coal cars.

Battery boxes applied to 6 coaches for main lighting.

New roof put on baggage car 52.

10 four-board coal cars built.

Coaches 3, 8, and 9 given general overhauling and wired for electric lighting.

Safety appliances put on 18 cars.

Baggage car 61 repaired account wreck at Curry.

Derailments, wrecks, and other damage to passenger, freight, and work-train cars, and the cause, 1923

Date	Kind of car	Car No.	Damage	Cause
Jan. 1	Flat	2099	\$275	Glacier on track at 3° curve to left at north end through cut.
Do.	do	2425	300	Do.
Do.	O. D.	14	350	Do.
Jan. 3	Box	805	None.	Wood rack on car broke, letting about 3 cords of wood fall off.
Jan. 12	Baggage	52	None.	Derailed, account slight frost heave.
Jan. 13	Box	560	None.	Car jumped track at frog, seemingly no cause.
Do.	O. D.	174	None.	Collar dropped out of journal box, also brass gone.
Jan. 17	Caboose	1007	None.	Hit coal cars account brakes not working properly. Casting at top of stove.
Jan. 19	Box	904	None.	Derailed by snowslide.
Jan. 22	Coal	4100	None.	Drawhead broke while pulling up to set out coal.
Jan. 29	do	4012	None.	Drawbar broken.
Jan. 30	Flat	432	None.	While coupling up cars, car was shoved off end of track; car was empty.
Feb. 3	Coal	4070	150	Rear wheel on forward truck broke.
Feb. 8	Box	830	None.	Heave in track caused south end wheels to be derailed.
Feb. 10	do	826	None.	Heave in track caused derailment.
Feb. 15	do	826	None.	Rough track caused derailment of car on curve.
Feb. 27	do	807	None.	Car derailed; cause unknown.
Mar. 3	do	827	None.	Do.
Do.	Stock	1301	None.	Do.
Do.	Box	817	8	Cable from steamer Alameda caught corner of car, tearing three boards loose.
Mar. 4	Flat	113	None.	Car derailed; stick of cordwood fell under car on slight curve.
Mar. 8	Caboose	1009	10	In staking caboose past in lower yard stake slipped and broke one step off caboose.
Mar. 9	O. D.	42	None.	In backing train in at Fairbanks, wye brake beam fell down and derailed car 42.
Do.	Coach	203	None.	Coach derailed, account defective switch.
Mar. 10	O. D.	29	None.	Car derailed, account coal on track.
Do.	do	529	None.	Do.
Mar. 13	Caboose	1003	175	Engine 618 hit caboose standing on main track.
Mar. 17	Diner and observation car		None.	Derailed, account spread track.
Do.	Sleeper, Anchorage		None.	Do.
Mar. 18	Flat	2380	None.	Snow on track.
Mar. 24	Box	801	None.	Whileswitching at bridge, transfer shoved car off end track.
Mar. 26	do	827	None.	Car derailed, account coal on track.
Mar. 27	Car	54	None.	Wood rack on car broke, account faulty wiring.
Mar. 28	Box	829	None.	Derailed, account heave in track.
Mar. 29	Outfit	1 X-P	45	Brakeman misjudged distance in kicking empty box car.
Apr. 2	Box	803	20	Wide gauge on curve causing derailment of car.
Do.	do	807	20	Do.
Do.	do	818	12	Do.
Apr. 4	do	826	None.	Heave in track; car derailed.
Apr. 10	Refrigerator	1501	None.	Derailed; cause unknown.
Do.		1505		
Apr. 11	Box	826	None.	Derailed; heaves in track.
Apr. 17	Refrigerator	1502	None.	Loose wheel on journal causing derailment; faulty construction.
Apr. 19	Flat	743	None.	Stakes on one side of car broke off.
Apr. 20	O. D.	11	None.	{Cars derailed; 1 car jumped track, struck switch rail, causing derailment of 5 other cars.
Do.	do	30		
Do.	do	501		
Do.	do	508	None.	Cars ditched; same cause as above.
Do.	do	515		
Do.	do	530		
May 3	Box	820	None.	Derailed; in coupling on car dropped over tie clamp.
May 7	Refrigerator	1502	None.	Frost heave; car derailed.

Derailments, wrecks, and other damage to passenger, freight, and work-train cars, and the cause, 1923—Continued

Date	Kind of car	Car No.	Damage	Cause
May 9.	Coal.....	4099	None.	Step and truss rod broken; rock slid down from bank.
May 15.	Coach.....	7	5	Car scratched; narrow gauge train backing alongside cornered coach account narrow gauge track too close and high on one side.
May 21.	Box.....	826	None.	Derailed; track not surfaced and no elevation on curves
May 22.	Coach, Seward.....	803	None.	Derailed; account switch point spreading open.
May 25.	Box.....	827	None.	Derailed; account bad track and curve.
May 25.	do.....	813	None.	Car. 827 derailed; car 813 plate on draw bar broken, account bad track.
May 27.	do.....	808	None.	Derailed; cause unknown.
May 29.	Refrigerator.....	1506	None.	Derailed; cause not stated.
June 1.	Stock.....	1805	None.	Derailed; bad track.
June 9.	Hart.....	2057	None.	Derailed; broken angle bar.
June 11.	Flat.....	754	None.	Ties slipped off from car slightly damaging car.
June 14.	Box.....	826	10	Derailed; climbers brakes car 501 thought to be cause.
June 19.	do.....	832	None.	Derailed; cause unknown.
June 19.	Buffet car, Seward.....		None.	Do.
June 26.	Coal.....	4099	(1)	Step and truss rod broken; rock slide.
June 28.	Box.....	906	None.	Derailed; curve.
June 28.	Flat.....	2040	None.	Derailed; account brakeman missing coupling.
July 1.	Caboose.....	1008	None.	Draw head pulled out; defective timbers.
July 6.	Box.....	908	None.	Derailed; cause unknown.
July 12.	Flat.....	2220	None.	Derailed; switch thrown on short room.
July 12.	Flats.....	2092	None.	Derailed; little block fell off from end of car.
July 18.	Box.....	821	None.	Derailed; rough track in pit at 331.
July 18.	Sleeper Fairbanks.....		75	Derailed; broken axle on tank of engine 618.
July 19.	Ballast.....	109	None.	Derailed; account gravel on track.
July 21.	O. D.....	114	None.	Damaged drawbar; sudden stop.
July 23.	O. D.....	47	None.	Car jumped track.
July 24.	Flat.....	2198	(1)	Sparks from engine set fire to freight.
July 25.	Hart.....	103	None.	Derailed; distributing ballast.
July 31.	Box.....	834	None.	Derailed; rough track; no elevation on curve.
Aug. 1.	Flat.....	225	None.	Derailed; track settling and broken truss rod.
Aug. 2.	Box.....	805	None.	Derailed; none visible.
Aug. 5.	do.....	808	None.	Derailed; rough track and gravel.
Aug. 5.	Ballast.....	1426	None.	Derailed; gravel on track.
Aug. 7.	Ballast.....	1622	90	Derailed; flange on car 1622 broke causing derailment of cars.
Aug. 8.	Box.....	1625	None.	Derailed; rough track and gravel on rail.
Do.	Refrigerator.....	1501	None.	Derailed; no elevation on curve.
Do.	Box.....	808	None.	Do.
Aug. 10.	Flat.....	2117	None.	Derailed; outside rail on curve turned over.
Aug. 14.	do.....	2396	None.	Derailed; spread track.
Aug. 16.	Box.....	2018	None.	Derailed; rough track.
Aug. 27.	Ballast.....	2095	None.	Derailed; rail turned over.
Aug. 28.	Box.....	2285	None.	Derailed; rough track.
Aug. 30.	do.....	2332	None.	Derailed; spread track.
Sept. 1.	do.....	805	None.	Derailed; rough track.
Sept. 8.	do.....	16	None.	Derailed; rail turned over.
Sept. 14.	do.....	25	None.	Derailed; rail turned over.
Sept. 16.	do.....	1605	None.	Derailed; rough track.
Sept. 19.	Caboose.....	1616	None.	Derailed; rough track.
Sept. 20.	Box.....	808	18	Arch bar bent; soft track.
Sept. 25.	do.....	831	None.	Derailed; rough track; no elevation on curve.
Sept. 29.	Flat.....	834	None.	Derailed; cause unknown.
Do.	do.....	908	None.	Derailed; no elevation on curve.
Do.	Refrigerator.....	824	None.	Derailed; bad track.
Do.	Box.....	819	None.	Shovel dipper struck corner of caboose slightly damaging.
Do.	Flat.....	1001	None.	Derailed; cause unknown.
Do.	Refrigerator.....	824	None.	Derailed; bad spot in track.
Do.	Box.....	911	None.	Derailed; spread track; defective ties.
Do.	Coach.....	739	None.	Do.
Do.	Caboose.....	2064	None.	Do.
Do.	Car.....	1504	None.	Derailed; wide gauge in track.
Do.	Refrigerator.....	909	None.	Do.
Do.	Coach.....	9	None.	Do.
Do.	Caboose.....	1005	None.	Do.
Do.	Car.....	110	20	Derailed; top-heavy car.
Do.	Refrigerator.....	1503	None.	Derailed; cause unknown.
Do.	Flat.....	2277	None.	Coupling car pushed car 2277 off end track
Do.	Hot car.....	110	60	Front trucks collapsed; car topheavy.

1 Not stated.

Derailments, wrecks, and other damage to passenger, freight, and work-train cars, and the cause, 1923—Continued

Date	Kind of car	Car No.	Damage	Cause
Nov. 4.	Box.....	808	28	Arch bar bent; cause unknown.
Nov. 12.	Car.....	110	None.	Train pipe broken; bad track.
Nov. 22.	Hot car.....	110	None.	Train pipe broken; frost heave in track.
Do.....	do.....	110	None.	Car will not stay on track; jumped without apparent cause.
Nov. 23.	Caboose.....	1001	None.	Fire in top of cab caused by overheated pipe.
Do.....	Business car.....	B-1	10	Fire caused by spark from lighted waste falling between floors.
Nov. 27.	Gondola.....	1208	36	Draw bar split; coupling cars on curve.
Dec. 1.	Refrigerator.....	1506	None.	Derailed; track off elevation.
Dec. 4.	O. D.....	526	None.	Draw head pulled out; sudden stop.
Dec. 11.	Coaches.....	3-4	450	{ Cause broken axle on front wheel of rear truck engine tank.
Do.....	Baggage.....	61		
Dec. 12.	Box.....	905	-----	Broken train line; in staking cars, stake slipped.
Dec. 17.	Caboose.....	1007	2	Fire in caboose; caused by too hot fire in stove.
Dec. 24.	Ballast.....	1615	None.	Center dump opened and dumped car lignite coal.
Dec. 28.	Coach.....	5	10	Rope on water tank caught smoke jack.

REPAIRS TO WORK EQUIPMENT AND ROADWAY MACHINES

Running repairs made to all cranes and monthly washouts and inspections made.

Overhauling and running repairs made to steam shovels.

Rotaries 1 and 2 and Russel plows 1 and 2 repaired as necessary. General overhauling given them for winter service.

Repairs made to pile driver No. 6 as necessary.

Repairs made to Jordon spreader as necessary.

Hart cars, Oliver dump cars, and coal cars repaired as needed.

Necessary repairs given Ledgerwood plow.

Necessary repairs made to Brown hoist No. 5 from time to time.

Crane 2 changed to crane ditcher No. 2.

Ditchers 101 and 102 repaired as needed.

Overhauled boilers and engines in stiff legs and made repairs as necessary.

Gas engines put in gas cars Nos. 5 and 45.

All gas car repairs made as needed.

Safety appliances put on outfit cars.

Derailments, wrecks, and other damage to roadway equipment, 1923

Date	Kind	No.	Damage	Cause
Jan. 26	Rotary.....	1	(¹)	Arch bar broken.
Jan. 28	Russel.....	1	None.	Derailed; bad track.
Feb. 20	do.....	1	None.	Do.
Feb. 21	Speeder.....	-----	None.	Hand speeder standing on track; hit by extra 601 north.
Feb. 28	Russel.....	2	\$25	Flanges bent; caused by heavy ice and snow.
Mar. 20	do.....	2	None.	Derailed; wet snow iced up on rail.
Do.....	do.....	2	\$50	Flange of spreader broke; too much snow.
June 20	Pile driver.....	2309	None.	Top scraped roof of tunnel; track higher north end than south end.
July 3	Speeder.....	(²)	-----	Collision account curve.
Nov. 15	do.....	(²)	-----	Trackwalker failed to get speeder free of main line, causing same to be demolished.
Dec. 22	Russel.....	1	\$50	Plow went over end of wye; improper handling of engine.

¹ Not stated.

² Coast and Geodetic Survey.

MISCELLANEOUS WORK HANDLED IN ANCHORAGE SHOPS DURING YEAR 1923

An average force of 165 men was maintained at Anchorage during the year, consisting of machinists, boiler makers, blacksmiths, sheet-metal workers, carpenters, car repairmen, electricians, painters, welders, air brakemen; all under the direct supervision of foremen and assistant master mechanic.

All engines were hostled, and monthly inspections and running repairs made as needed.

Seven locomotives received general overhauling; engine 242 given extensive repairs due to accident on Turnagain Arm on January 1.

Repair work on all work equipment handled as necessary by the different shops.

All passenger, freight, and work train equipment inspected, oiled, and repaired as necessary.

Private jobs were handled in the shops for numerous parties, for which collection was made and shows in labor and material distribution of the mechanical department.

Maintenance work on all railroad buildings handled by all divisions of the mechanical department.

Necessary tools made for shop and roundhouse purposes.

Necessary work on various shop machines.

Construction work done on Anchorage power plant.

Work on power plant machinery; power plant at Anchorage.

Construction work on Curry roundhouse, Windy roundhouse, Anchorage shops.

Put in water line across Ship Creek.

Construction work done on Anchorage terminal fire station.

Construction work done on Curry Hotel.

Water system installed at Curry for general use of shops.

Made repairs to pump station at mile 454.

Improvements were made to fuel stations at Willow, Broad Pass, Windy, and Curry.

Made additions to power distribution systems at Curry and Anchorage.

Installed machinery at Curry power plant.

Electric lights put on steam locomotives.

Additions and betterments made to coaches 1, 3, 4, 5, 7, 8, 9, "Talkeetna," "Chatanika."

Prepared 60 flat cars with false deck and aprons for rock service.

Anchorage oil house constructed and tanks built.

Ten hot cars built.

Electric light equipment in pile driver No. 6.

Seven new speeders were reconditioned for service.

Extensive work done on Anchorage track scales.

Construction work done on coach shed.

Additions and betterments made to "Kenai" and "Denali."

Work done on section-house water tanks, sinks, and stands.

Installed new engine in gas car No. 7.

McKinley Park changed to diner No. 71.

Additions made to baggage cars Nos. 61 and 62.

Installed water pipe, etc., for fire protection to snowshed 496.

Construction work done on Anchorage foundry.

Distribution system for coach battery charging installed at coach shed.

Construction work on Curry sand and oil houses.

Installation of foundry machinery.

Put in Curry Hotel fire-protection system.

Electric lights installed on coaches 3, 4, 5, 8, and 9.

Ten coal cars built on Panana flats.

Making of parts for use on Moose Creek spur.

Work on additional coal bunkers at Anchorage power plant.

Installed steam heat in engines 601, 605, 610, 614, 618, and 620.

Safety appliances put on all outfit cars.

APPENDIX C

REPORT OF SUPERINTENDENT COMMISSARY AND STORES

STORE DEPARTMENT

ANCHORAGE, ALASKA, June 23, 1924.

Col. LEE H. LANDIS,
General Manager.

DEAR SIR: Herewith is annual report of store department for calendar year 1923.

1. Following tabulation shows the estimated and actual cost of supplies requisitioned from the States:

Month	Number of requisitions	Estimated cost	Actual cost	Month	Number of requisitions	Estimated cost	Actual cost
January.....	60	\$65,646.38	\$69,558.56	October.....	43	\$49,633.54	\$50,921.88
February.....	55	52,587.73	53,731.75	November.....	42	41,212.27	36,567.71
March.....	55	42,270.37	45,047.72	December.....	36	27,703.61	27,477.21
April.....	77	122,099.08	119,176.51	Total.....	685	890,820.10	898,950.73
May.....	78	168,125.88	184,162.64	SC-4464, May 3,			
June.....	68	100,112.27	96,155.43	1923, Panama			
July.....	60	81,995.62	81,325.76	Canal equip-			
August.....	71	89,759.00	87,959.99	ment.....			2,430.75
September.....	40	49,674.35	46,865.57				901,381.48

The number of requisitions was 95 less than the previous year and the money value thereof nearly \$1,000,000 less than 1922.

The value of unpurchased requisitions in the purchasing agent's hands, January 1, 1923, amounted to \$232,715.62, and the value of unpurchased requisitions in his hands December 31, 1923, amounted to \$83,407.18. The total value of all purchase orders issued by the purchasing agent on requisitions of this department was \$901,381.48, a decrease of \$944,853.85 from the previous year.

2. The following statement shows local purchases made by the store department in Alaska during 1923:

Coal.....	\$289,599.30
Ties.....	103,921.82
All other items.....	147,928.16
Total.....	541,449.28

From the above you will note that local purchases made in Alaska amounted to approximately 60 per cent of purchases made in Seattle.

Local purchases made in Alaska for 1923 exceeded in amount those made for 1922 by \$261,525.79.

3. The following statement shows the receipts and issues of the store department for 1923 and the balances on hand January 1, 1924:

	Class	On hand Jan. 1, 1923	Received 1923	Issued 1923	Balance on hand Jan. 1, 1924
Equipment, railroad standard	1	\$15,729.62	\$104,460.87	\$104,536.56	\$15,653.93
Repairs for railroad equipment	2	107,769.48	76,961.73	63,160.11	121,571.10
Equipment, floating	3	15.00	7,500.00	7,500.00	15.00
Repairs for floating equipment	4	3,719.82	995.67	1,217.55	3,497.94
Narrow-gauge equipment and repairs	5	33,436.74	6,120.30	12,381.73	27,175.21
Steam-shovel parts	6	14,208.63	15,584.49	8,735.82	21,057.30
Stationary boilers and repairs	7	12,528.81	1,116.51	723.72	12,921.60
Gasoline engines and parts	8	1,995.38	1,136.36	2,582.89	548.85
Rail, operation (not including fittings)	9	35,150.13	193,755.72	218,739.20	10,166.65
Track material, standard (other than ties and rails)	10	22,859.48	70,795.86	72,413.66	21,241.68
Ties, track (excepting bridge)	11	2,226.60	139,747.57	141,460.73	3,939.76
Piling and crib logs	12	1,428.82	57,160.45	32,484.63	26,104.64
Poles, T. & T. semaphores and others	13	5,316.38	-----	1,768.53	3,547.85
Structural steel and iron	14	16,351.11	6,700.95	6,302.42	16,749.64
Lumber, bridge only	15	8,431.12	50,288.56	45,586.14	13,133.54
Lumber, excepting bridge and ties	16	34,020.78	162,451.46	149,341.62	47,130.62
Building material	17	4,134.45	35,869.36	27,254.01	12,749.80
Cement	18	551.25	8,167.24	6,818.53	1,899.96
Paint, varnish, putty, shellac, etc.	19	9,088.98	17,397.20	17,514.10	8,972.08
Hardware and tools (not railroad equip- ment)	20	59,801.05	61,182.41	54,402.92	66,580.54
Electrical supplies and fittings; T. & T. equipment and repairs	21	28,206.85	69,593.46	86,560.67	11,239.64
Tents, flies, tarpaulins, etc.	22	194.60	6,017.69	4,724.88	1,487.41
Iron, steel, copper, and zinc (not including building rods)	23	62,630.94	38,409.29	36,804.07	64,146.16
Bolts, nuts, rivets, washers, lag screws	24	11,915.46	26,897.43	13,847.05	24,965.84
Rope, cable, wire (excepting electrical T. & T.) blocks, pulleys, shafting, and belting	25	9,022.06	14,304.09	12,915.99	10,410.16
Plumbing and heating material	26	44,704.63	64,577.99	55,200.10	54,082.52
Explosives and appurtenances	27	21,037.42	15,388.87	26,818.49	9,607.80
Coal, wood, and ice	28	14,978.71	493,654.80	411,203.94	97,429.57
Fuel oils (including gasoline, coal oil, dis- tillate, and signal oil)	29	5,242.18	24,336.22	23,465.20	6,113.20
Lubricating oils, greases, acids, compounds, packing, and waste	30	8,982.72	18,563.52	19,036.41	8,509.83
Teaming equipment	31	13,494.16	1,283.85	3,692.98	11,085.03
Livestock	32	-----	580.98	-----	-----
Feed for livestock	33	3,943.91	24,787.41	23,909.28	4,822.04
Fire-protection apparatus	34	1,018.57	4,276.71	3,269.34	2,025.94
Stationery and office supplies	35	2,109.15	12,732.51	13,218.80	1,622.86
Furniture, fixtures, and stoves	36	5,378.04	27,792.09	26,263.95	6,906.18
Utensils and equipment, boarding houses and dining cars	37	8,872.53	20,238.69	18,716.73	10,394.49
Provisions and supplies for above	38	103,073.61	393,906.85	415,471.43	81,509.03
Trade goods, other than groceries	39	46,955.78	67,485.03	72,227.33	42,213.48
Hospital medical supplies and instruments	40	-----	2,494.58	2,494.58	-----
Engineering supplies and instruments	41	8,049.00	3,528.12	1,870.43	9,706.69
Secondhand material	42	6,873.21	14,674.84	14,746.27	6,801.88
Unclassified	43	5,133.28	36,936.46	35,268.64	6,801.10
Material and supplies at Chickaloon	44	-----	41,371.67	40.52	41,326.15
Total	-----	796,127.24	2,441,225.86	2,297,368.93	939,984.17

4. The following shows the cost of purchasing, receiving, handling, and issuing supplies for the year 1923:

Pay rolls	\$155,509.57
Deadhead freight	97,974.84
Seattle office expense	46,435.33
Sundries	71,379.24
Total	371,298.98

This total is in excess of the expense for 1922 by \$24,042.63, the increase being due to the heavy charge for deadhead freight. The practice of charging deadhead freight was discontinued on July 1, 1923, but the charges for the first six months of this year were more than twice the entire amount for 1922, an item of \$85,265.69 being incurred for transportation of rail during the month of March, 1923. With this exception all of the above items were less in 1923 than in 1922.

The total issues for 1923 were \$2,297,368.93, which is less by \$748,686.04 than those of 1922.

5. The following table shows supplies on hand at the beginning and end of the year in comparison with the working force:

	Jan. 1, 1923	Dec. 31, 1923
Supplies on hand.....	\$796, 127. 24	\$939, 984. 17
Total force employed.....	1, 232	965
Value supplies per capita.....	\$646. 00	\$973. 00

6. During March, 1923, the Curry Hotel was placed in operation. The revenues March to December, inclusive, were \$25,529.80 and the operating expense \$32,369.60, leaving a deficit of \$6,839.80. The inventory of supplies, furniture, and fixtures, as of December 31, 1923, was \$3,537.44.

7. The dining-car service was in operation from June to December, inclusive, and produced a revenue of \$12,236.15 at an expense of \$13,375.35, leaving a deficit of \$1,139.20. Inventory as of December 31, 1923, was \$313.85.

8. The warehouse at Nenana continued in operation, but no statement is shown for the reason that the profit is taken at Anchorage on the issue price and supplies are sold at Nenana at the price charged.

9. During the summer of 1923 contracts were entered into for the purchase of coal from local companies, as follows:

	Tons.
Healy River Coal Corporation.....	14, 000
Evan Jones Coal Co.....	8, 500
Alaska Bituminous Coal Corporation.....	7, 500
Total.....	30, 000

Late in the fall of 1922 similar coal contracts were let to local companies to the amount of 62,000 tons, or a total of 92,000 tons for 1923 delivery. Under these contracts 87,684 tons were delivered during the year 1923, the Alaska Bituminous Co. failing to complete their contract.

10. Of the 300,000 ties mentioned in the annual report for 1922, approximately 200,000 were delivered during the year 1923, practically all of the contractors failing to fill their quota, due primarily to scarcity and inaccessibility of suitable timber adjacent to the railroad.

In the fall of 1923 contracts and local purchase agreements were made for a total of 107,863 ties for 1924 delivery.

In the summer of 1923 the handling of wood contracts for use of river steamers was placed in charge of the store department and contracts were let for 2,975 cords of wood at an average price of \$7.13 per cord, delivery to be made at opening of navigation in 1924.

This report, while submitted by the undersigned, covers a period administered by former storekeepers and has been compiled from figures available in the various departments but without personal knowledge of the facts.

Yours truly,

J. H. HUGHES,
Superintendent of Commissary and Stores.

APPENDIX D

REPORT OF CHIEF SURGEON AND MISCELLANEOUS DATA COVERING HOSPITAL OPERATIONS

Report of Anchorage Base Hospital, Jan. 1 to Dec. 31, 1923

Maintenance and operation expenses:

Salaries.....	\$24, 662. 44
Medical supplies.....	2, 700. 00
Mess expense.....	10, 392. 63
Electrical energy.....	1, 898. 56
Fuel.....	993. 82
Laundry.....	2, 271. 80
Water.....	120. 00

Maintenance and operation expenses—Continued.

Telephone.....	\$103. 50
Stationery and other supplies.....	1, 088. 94
Team and ambulance service.....	70. 70
Maintenance of buildings, equipment, and miscellaneous ex- penses.....	129. 87

Total maintenance and operation expenses..... 41, 759. 26

The total expense shown above (\$41,759.26), divided by the total number of patient days (7,452.5), gives \$5.603 as the cost per patient day.

This expense is chargeable to the several classes of patients, as follows:

	Patient days	Amount
Free patients:		
Alaska railway employees.....	2, 173½	\$12, 177. 00
United States soldiers.....	302½	1, 695. 43
A. R. C. employees.....	87	488. 58
	2, 563	14, 361. 01
Half-rate patients:		
Employees' families, employees not free, and O. B. United States service....	1, 588½	8, 903. 07
Full-rate patients:		
Private patients.....	3, 301	18, 495. 18
Total.....	7, 452½	41, 759. 26

Comparison of expenses and revenues, Anchorage Base Hospital, Jan. 1 to Dec. 31, 1923

	Expense	Revenue	Loss or gain
Free patients:			
Alaska railway employees.....	\$12, 177. 00		
United States soldiers.....	1, 695. 43		
A. R. C. employees.....	488. 58		
	14, 361. 01		
Half-rate patients:			
Employees' families, employees not free, and O. B. United States service.....	8, 903. 07	\$5, 834. 75	¹ \$3, 068. 32
Full-rate patients:			
Private patients.....	18, 495. 18	20, 885. 36	² 2, 390. 38
Total.....	41, 759. 26	26, 720. 31	¹ 677. 94

¹ Loss.

² Gain.

(This expense is chargeable to construction and operation of railroad.)

MISCELLANEOUS DATA COVERING OPERATIONS AND TREATMENTS ANCHORAGE
BASE HOSPITAL JANUARY 1 TO DECEMBER 31, 1923

Hospital patients, from Jan. 1 to Dec. 31, 1923

Month	Employees, sol- diers, and A. R. C. employees		Employees' fami- lies, employees not free, and O. B. United States service		Private patients at full rates		Total number ad- mitted	Total hospital days
	Number patients	Patient- days	Number patients	Patient- days	Number patients	Patient- days		
January.....	18	268½	25	121	47	248½	90	638
February.....	21	265½	26	102½	51	229	98	597
March.....	21	250½	30	87½	48	350½	99	688½
April.....	22	215½	40	103	70	311½	132	630
May.....	26	191	36	144	62	358½	124	693½
June.....	20	267½	33	156	58	375½	111	799
July.....	22	165½	35	133½	52	332½	109	631½
August.....	17	128	42	157	59	238	118	523
September.....	18	158½	32	107	56	208	106	473½
October.....	13	114½	41	229	48	181½	102	525
November.....	18	214	29	127½	65	252	112	593½
December.....	23	324	25	120½	70	215½	118	660
Total.....	239	2, 563	394	1, 588½	686	3, 301	1, 319	7, 452½

Surgical operations performed Jan. 1 to Dec. 31, 1923

[Not including minor surgery done in surgeon's office]

Tonsils and adenoids.....	17	Malignant tumors.....	1
Appendectomies.....	37	Exploratory of abdomen.....	3
Herniotomies.....	31	Caesarian section.....	1
Miscellaneous operations on women.....	16	Mastoids.....	5
Amputations.....	14	Trephine.....	2
Hemorrhoids.....	12	Varicose veins.....	5
Circumcisions.....	8	Bone graft.....	1
Hysterectomies.....	2		
Prostatectomies.....	5	Total.....	192
Miscellaneous operations not classified.....	32		

Fractures treated, Jan. 1 to Dec. 31, 1923

Bones of foot and toes.....	4	Bones of skull.....	3
Bones of hand and fingers.....	8	Bones of jaw.....	2
Tibia and fibula.....	8	Patella.....	2
Ulna and radius.....	3	Humerus.....	1
Femur.....	3		
Ribs.....	3	Total.....	37

Deaths in hospital, Jan. 1 to Dec. 31, 1923

Cause of death:	Number	Classification—Continued.	Number
Chronic nephritis.....	1	O. B. United States service.....	2
Cancer.....	4	Private patients.....	9
Angina pectoris.....	2		
Pulmonary tuberculosis.....	4	Total.....	21
Septic infection.....	3	Births in Hospital:	
Tumor on brain.....	1	Employees' families.....	33
Acidosis.....	1	Soldiers' families.....	4
Lymphangitis.....	1	Private patients.....	25
Death from burns.....	1	O. B. United States service.....	3
Senility.....	1		
Infection of brain.....	1	Total.....	65
Intestinal obstruction.....	1	Infant deaths.....	4
Total.....	21	Cases of twins.....	1
Classification:		Total.....	5
Employees.....	4		
Employees' families.....	6		

Summary of cases, treatments, etc., Jan. 1 to Dec. 31, 1923

Dispensary cases treated free.....	\$622
Number of dispensary treatments given.....	2, 488
Number of employees and soldiers confined to hospital free.....	238
Number of employees, families, employees not free, and O. B. United States Service, reduced rates.....	404
Number of—	
Private patients treated at full rates.....	686
Patients treated during year, all classes.....	1, 950
Examinations for employment made.....	1, 276
Employees dying account of injury.....	1
Employees dying account of illness.....	3
Employees' families dying during year.....	6
Private patients dying during year.....	9
O. B. United States Service dying during the year.....	2

	Patient days	Per cent
Free patients:		
Alaska Railway employees.....	2, 173½	29. 16
United States soldiers.....	302½	4. 06
A. R. C. employees.....	87	1. 17
	2, 563	34. 39
Half rate patients:		
Employees' families, employees not free, and O. B. United States service.....	1, 588½	21. 32
Full rate patients:		
Private patients.....	3, 301	44. 29
Total.....	7, 452½	100

APPENDIX E

REPORT OF EXAMINER OF ACCOUNTS

STATEMENT OF APPROPRIATIONS (ACT APPROVED MARCH 12, 1914, 38 STAT. 305)

Appropriations of United States Treasury funds

"Construction and operation of railroads in Alaska":	
Act of Mar. 12, 1914 (30 Stat. 305)-----	\$1,000,000.00
Act of Mar. 3, 1915 (30 Stat. 861)-----	2,000,000.00
Act of Feb. 28, 1916 (39 Stat. 23)-----	2,000,000.00
Act of July 1, 1916 (39 Stat. 306)-----	6,247,620.00
Public resolution of Mar. 4, 1917 (38 Stat. 1202)-----	3,000,000.00
Act of June 12, 1917 (40 Stat. 150)-----	7,500,000.00
Act of Oct. 6, 1917 (40 Stat. 372)-----	4,000,000.00
Act of July 1, 1916 (40 Stat. 676)-----	5,250,000.00
Act of July 11, 1919 (41 Stat. 51)-----	1,964,351.00
Act of July 19, 1919 (41 Stat. 202)-----	2,038,029.00
Act of Nov. 4, 1919 (41 Stat. 335)-----	6,000,000.00
Act of June 5, 1920 (41 Stat. 916)-----	7,000,000.00
Act of Mar. 4, 1921 (41 Stat. 1405)-----	4,000,000.00
Total-----	52,000,000.00
"Construction and equipment of railroads in Alaska, 1922-23"-----	3,110,210.00
"Construction and equipment of railroads in Alaska, 1923-24"-----	889,140.00
"Maintenance and operation of railroads in Alaska, 1923"-----	1,400,000.00
"Maintenance and operation of railroads in Alaska, 1924"-----	1,000,000.00
"Operation of river steamers in Alaska, 1924"-----	50,000.00
"Increase in compensation"-----	23,914.63
"Printing and binding, Interior Department, 1924"-----	1,600.00
"Fuel and transportation, Bureau of Supplies and Accounts, 1921" (coal washery)-----	243,000.00
"Proceeds of sales of town lots in Alaska" (Act of Apr. 17, 1917, Pub. No. 2, 65th Cong.)-----	112,916.29
Total appropriations-----	58,830,780.92
Book valuation of Panama equipment transferred by the Panama Canal-----	329,426.68
Total-----	59,160,207.60
Expenditures to Dec. 31, 1923, as per detailed statement attached-----	57,896,247.74
Balance (unexpended) Dec. 31, 1923-----	1,263,959.86

STATEMENT OF EXPENDITURES MARCH 12, 1914, TO DECEMBER 31, 1923

Preliminary field surveys in Alaska, comparison of routes, and preparation of report, before beginning of construction-----	\$425,576.29
Additional location surveys-----	244,448.28
Expenses of examination, Controllor Bay-----	5,961.00
Purchase of Alaska Northern Railway-----	1,140,658.48
Construction of line (Seward to Fairbanks):	
Mile 0 to mile 12, inclusive, section 1-----	599,279.68
Mile 13 to mile 30, inclusive, section 2-----	418,220.79
Mile 31 to mile 45, inclusive, section 3-----	445,511.69
Mile 46 to mile 70.7, inclusive, section 4-----	2,674,616.77
Mile 70.7 to mile 79.3, inclusive, section 5-----	1,285,441.53
Mile 79.3 to mile 114.3, inclusive, section 6-----	3,886,033.82
Mile 114.3 to mile 227, inclusive, section 7-----	5,675,014.52
Matanuska Branch, section 8-----	2,522,121.90
Mile 228 to mile 264.1, inclusive, section 9-----	2,848,030.72
Mile 264.1 to mile 290, inclusive, section 10-----	4,452,475.47
Mile 290 to mile 315, inclusive, section 11-----	1,677,552.64
Mile 315 to mile 334.6, inclusive, section 12-----	1,534,476.81
Mile 334.6 to mile 347.3, inclusive, section 13-----	1,216,369.36
Mile 347.3 to mile 358.2, inclusive, section 14-----	2,516,689.81
Mile 358.2 to mile 411.7, inclusive, section 15-----	4,396,121.34

Construction of line (Seward to Fairbanks)—Continued.

Tanana River bridge	\$1,060,211.26
Mile 412.3 to mile 467.7, inclusive, section 16	2,506,290.91
Chatanika Branch, section 17	386,106.04
Expenses of operation in excess of revenues, prior to Jan. 1, 1923	3,444,167.67
Expenses of operation in excess of revenues year ending Dec. 31, 1923	1,878,438.27
Plant at terminals for handling construction work, consisting of yard tracks, office buildings, storehouses, quarters for employees, mess houses, hospital, heating and lighting plants, freight-handling machinery, etc.	2,144,152.26
Wharves and docks	624,924.72
Machine shops, engine houses, etc., permanent	664,562.19
Marine equipment boats, barges, etc.	195,570.76
Construction equipment	1,351,328.01
Shop and plant machinery	396,364.87
Rolling equipment	2,329,986.58
Material and supplies on hand and in transit	1,064,246.94
Telegraph and telephone lines	648,347.78
Anchorage town site	146,097.20
Nenana town site	42,501.18
Seward town site	13,381.41
Matanuska town site	9,072.32
Wasilla town site	1,486.11
Coal mines	399,901.33
Quarries and sawmills	70,873.21
Coal washery, Sutton	346,841.97
Expenses of Washington, D. C., office (salaries, stationery, etc.)	120,435.49
Expenses of headquarter's office at Seward, 1915 (salaries, stationery, engineering equipment, etc.)	46,592.51
Deposited in Treasury as miscellaneous receipts	8,927.58
Miscellaneous unadjusted accounts	30,838.27
Total expenditures to Dec. 31, 1923	57,896,247.74

APPENDIX F

STATEMENT SHOWING FREE SERVICE FURNISHED OTHER DEPARTMENTS, ETC.

ANCHORAGE, ALASKA, June 5, 1924.

Statement of free service rendered other departments of the Government, January, 1923 to December, 1923, inclusive

Department of Justice	\$5,957.61
Department of Interior:	
McKinley National Park	727.78
General Land Office	1,073.73
Game warden	135.83
Bureau of Mines	1,106.55
Bureau of Education	1,971.35
Geological Survey	157.04
Department of Interior	27.40
Department of Agriculture:	
Forestry Service	629.43
Experiment station	1,094.65
Biological Survey	536.12
Bureau of Public Roads	1,642.39
Weather Bureau	53.16
Department of Commerce:	
Light House Service	249.42
Bureau of Fisheries	338.74
Geodetic Survey	2,849.54
Steamboat Inspection Service	182.80
U. S. F. S. <i>Eider</i>	40.00
U. S. F. S. <i>Kiddiwick</i>	8.00
U. S. S. <i>Tern</i>	30.00
U. S. S. <i>Beaver</i>	215.30
Department of Labor, Bureau of Immigration	70.15

Department of War:	
Alaska Road Commission	\$30,464.93
United States troops	15,105.26
United States Signal Corps	10,191.07
U. S. A. T. <i>Cambria</i>	435.00
United States Veterans' Bureau	28.94
Department of War	17.32
Department of Navy:	
United States Radio Service	7.50
United States Marine Corps	87.07
U. S. S. <i>Gold Star</i>	193.00
Bureau of Supplies and Accounts	125.20
U. S. S. <i>Henderson</i>	400.00
U. S. S. <i>Swallow</i>	30.00
U. S. S. <i>Unalga</i>	10.00
Post Office Department	3,499.13
Civil Service	28
Treasury, U. S. S. <i>Algonquin</i>	50.65
Treasury	136.63
Treasury, Internal Revenue	177.35
Territorial	28.05
Congressional	6.69
	<hr/>
	80,091.06

Certified by:

F. H. LOUNSBURY,
Auditor of Station Accounts.

Approved:

B. H. BARNDOLLAR,
Examiner of Accounts.

APPENDIX G

Operating statistics (averages for year 1923)

Operating statistics, year 1923

1. Average mileage of road operated (miles)----- 542.4

TRAIN-MILES

Item No.	
11. Freight, ordinary	167,725
12. Freight, light	
13. Freight, total	167,725
14. Passenger	98,704
15. Mixed	35,945
16. Special	2,691
17. Total transportation service	305,065
18. Work service	159,987

LOCOMOTIVE-MILES

21. Freight, principal	167,725
22. Freight, helper	5,421
23. Freight, light	438
24. Freight, total	173,584
25. Passenger, principal	98,704
26. Passenger, helper	74
27. Passenger, light	86
28. Passenger, total	98,864
29. Mixed train, principal	35,945
30. Mixed train, helper	
31. Mixed train, light	
32. Mixed train, total	35,945

Item No.		
33.	Special, principal	2, 691
34.	Special, helper	82
35.	Special, light	
36.	Special, total	2, 773
37.	Train switching	931
38.	Yard switching, freight	19, 317
39.	Yard switching, passenger	2, 167
40.	Yard switching, total	21, 484
41.	Total transportation service	333, 581
42.	Work service	173, 298

CAR-MILES

51.	Freight train, loaded	1, 340, 110
52.	Freight train, empty	731, 651
53.	Sum of loaded and empty	2, 071, 761
54.	Freight train, caboose	167, 453
55.	Freight train, total	2, 239, 214
56.	Passenger train, passenger	195, 054
57.	Passenger train, sleeping, parlor, and observation	152, 611
58.	Passenger train, dining	17, 836
59.	Passenger train, other	116, 325
60.	Passenger train, total	481, 826
61.	Mixed train, freight, loaded	191, 429
62.	Mixed train, freight, empty	148, 015
63.	Mixed train, freight, caboose	21, 997
64.	Mixed train, passenger	44, 029
65.	Mixed train, sleeping, parlor, and observation	
66.	Mixed train, dining	
67.	Mixed train, other passenger train	21, 139
68.	Mixed train, total	426, 609
69.	Special train, freight, loaded	
70.	Special train, freight, empty	
71.	Special train, caboose	
72.	Special train, passenger	106
73.	Special train, sleeping, parlor, and observation	
74.	Special train, dining	
75.	Special train, other passenger train	
76.	Special train, total	106
77.	Total transportation service	3, 147, 755
78.	Work service	1, 984, 783

FREIGHT SERVICE

81.	Tons revenue freight:	
	Coal	22, 321
	Miscellaneous	33, 852
82.	Tons nonrevenue freight	177, 894
83.	Tons total	234, 067
84.	Ton-miles, revenue freight	9, 069, 623
85.	Ton-miles, nonrevenue freight	23, 449, 923
86.	Ton-miles, total	32, 519, 546

PASSENGER SERVICE

Item No.	
91.	Passengers carried, revenue----- 44, 490
92.	Passenger miles, revenue----- 2, 822, 576

REVENUES AND EXPENSES

101.	Freight revenue-----	\$439, 940. 42
102.	Passenger revenue-----	159, 960. 30
103.	Passenger service train revenue-----	210, 134. 27
104.	Operating revenues-----	905, 942. 46
105.	Operating expenses-----	2, 706, 788. 54
106.	Net operating revenues-----	¹ 1, 800, 846. 08

AVERAGES PER MILE OF ROAD

111.	Freight-train miles-----	309
112.	Passenger-train miles-----	182
113.	Mixed-train miles-----	66
114.	Special-train miles-----	5
115.	Transportation service train miles-----	562
116.	Work-train miles-----	295
117.	Locomotive-miles, transportation-----	615
118.	Freight service, car-miles-----	4, 795
119.	Passenger service, car-miles-----	1, 009
120.	Freight revenue-----	\$811. 10
121.	Passenger service freight train revenue-----	\$387. 42
122.	Operating revenues-----	\$1, 670. 25
123.	Operating expenses-----	\$4, 990. 39
124.	Net operating revenues-----	¹ \$3, 320. 14
125.	Ton-miles, revenue freight-----	167. 21
126.	Ton-miles, all freight-----	599. 55
127.	Passenger-miles, revenue-----	52. 04

AVERAGES PER TRAIN-MILE

131.	Loaded freight, car-miles, freight trains-----	7. 99
132.	Loaded freight, car-miles, mixed trains-----	5. 33
133.	Empty freight, car-miles, freight trains-----	4. 36
134.	Empty freight, car-miles, mixed trains-----	4. 12
135.	Ton-miles, revenue freight-----	44. 53
136.	Ton-miles, all freight-----	159. 67
137.	Passenger train, car-miles, passenger trains-----	4. 88
138.	Passenger train, car-miles, mixed trains-----	1. 81
139.	Revenue passenger-miles-----	20. 96
140.	Freight revenue-----	\$2. 16
141.	Passenger service, train revenue-----	\$1. 57
142.	Operating revenue-----	\$2. 97
143.	Operating expenses-----	\$8. 87
144.	Net operating revenues-----	\$5. 90

AVERAGES PER LOCOMOTIVE-MILE

151.	Train-miles, freight trains-----	0. 97
152.	Car-miles, freight trains-----	12. 90
153.	Train-miles, passenger trains-----	1. 00
154.	Car-miles, passenger trains-----	4. 88
155.	Train-miles, mixed trains-----	1. 00
156.	Car-miles, mixed trains-----	11. 86
157.	Train-miles, special trains-----	. 97
158.	Car-miles, special trains-----	. 03

¹ Deficiency.

REPORT OF THE ALASKA RAILROAD

AVERAGES PER LOADED FREIGHT CAR-MILE

Item No.	
161. Ton-miles, revenue freight-----	5. 92
162. Ton-miles, all freight-----	21. 23
163. Freight revenue-----	\$221. 96

AVERAGES PER CAR, MILE-PASSENGER

171. Passenger-miles, revenue-----	7. 21
172. Passenger revenue-----	\$408. 38

MISCELLANEOUS AVERAGES

181. Miles hauled, revenue freight-----	161. 46
182. Miles hauled, nonrevenue freight-----	131. 82
183. Miles hauled, all freight-----	138. 93
184. Miles carried, revenue passengers-----	63. 44
185. Revenue per ton of freight-----	\$7, 831. 88
186. Revenue per ton-mile of freight-----	\$0. 04851
187. Revenue per passenger-----	\$3. 59542
188. Revenue per passenger mile-----	\$0. 05667
189. Operating ratio (per cent)-----	298. 78

Certified by:

F. H. LOUNSBURY,
Auditor of Station Accounts.

Approved:

B. H. BARNDOLLAR,
Examiner of Accounts.

APPENDIX H

ACCOUNTING DEPARTMENT BALANCE SHEET AND COST DATA

GENERAL FINANCIAL STATEMENT MAR. 12, 1914, TO DEC. 31, 1923

Statement of appropriations Dec. 31, 1923

Construction and operation of railroads in Alaska:	
Act of Mar. 12, 1914 (30 Stat. 305)-----	\$1, 000, 000. 00
Act of Mar. 3, 1915 (30 Stat. 861)-----	2, 000, 000. 00
Act of Feb. 28, 1916 (39 Stat. 23)-----	2, 000, 000. 00
Act of July 1, 1916 (39 Stat. 306)-----	6, 247, 620. 00
Public resolution of Mar. 4, 1917 (38 Stat. 1202)-----	3, 000, 000. 00
Act of June 12, 1917 (40 Stat. 150)-----	7, 500, 000. 00
Act of Oct. 6, 1917 (40 Stat. 372)-----	4, 000, 000. 00
Act of July 1, 1916 (40 Stat. 676)-----	5, 250, 000. 00
Act of July 11, 1919 (41 Stat. 51)-----	1, 964, 351. 00
Act of July 19, 1919 (41 Stat. 202)-----	2, 038, 029. 00
Act of Nov. 4, 1919 (41 Stat. 335)-----	6, 000, 000. 00
Act of June 5, 1920 (41 Stat. 916)-----	7, 000, 000. 00
Act of Mar. 4, 1921 (41 Stat. 1405)-----	4, 000, 000. 00
	52, 000, 000. 00
Construction and equipment of railroads in Alaska, 1922-23--	3, 110, 210. 00
Construction and equipment of railroads in Alaska, 1923-24--	889, 140. 00
Maintenance and operation of railroads in Alaska, 1923-----	1, 400, 000. 00
Maintenance and operation of railroads in Alaska, 1924-----	1, 000, 000. 00
Operation of river steamers in Alaska, 1924-----	50, 000. 00
Increase in compensation-----	\$33, 411. 34
Returned to Treasury by disbursing agents-----	9, 496. 71
	23, 914. 63
Printing and binding, Interior Department, 1924-----	1, 600. 00
Fuel and transportation, Bureau of Supplies and Accounts,-----	
1921, allotment for coal washery-----	243, 000. 00
Proceeds of sales of town lots in Alaska-----	112, 916. 29
Total appropriations-----	58, 830, 780. 92

¹ Deficiency.

General balance sheet, asset side, Dec. 31, 1923

I.C.C. ac- count		Subtotal	Total
INVESTMENTS			
701	Investment in road and equipment.....	\$53,494,719.82	
705	Miscellaneous physical property.....	2,387,942.35	
	Total investments.....		\$55,882,662.17
611	Profit and loss, operation of railroad Jan. 1, 1922, to June 30, 1923.....		1,866,490.17
	Income and expense accounts July 1, 1923, to Dec. 31, 1923.....		1,021,186.00
CURRENT ASSETS			
708	Cash.....	1,263,950.86	
713	Traffic balances receivable.....	264.93	
714	Net balances receivable from agents and conductors.....	14,976.00	
715	Miscellaneous accounts receivable.....	125,554.11	
716	Material and supplies.....	1,074,263.50	
718	Rents receivable.....	3,509.08	
719	Supplies ordered and in transit.....	357,993.49	
	Total current assets.....		2,840,520.97
DEFERRED ASSETS			
722	Other deferred assets.....		21,595.63
UNADJUSTED DEBITS			
727	Other unadjusted debits.....		272,786.73
	Miscellaneous receipts.....		8,927.58
	Grand total.....		61,914,178.25
<i>General balance sheet, liability side, Dec. 31, 1923</i>			
GOVERNMENTAL GRANTS			
754	Construction and operation of railroads in Alaska.....	\$52,000,000.00	
	Construction and equipment of railroads in Alaska, 1922-23.....	3,110,210.00	
	Construction and equipment of railroads in Alaska, 1923-24.....	889,140.00	
	Maintenance and operation of railroads in Alaska, 1923.....	1,400,000.00	
	Maintenance and operation of railroads in Alaska, 1924.....	1,000,000.00	
	Operation of river steamers in Alaska, 1924.....	50,000.00	
	Printing and binding, Interior Department, 1924.....	1,600.00	
	Increase in compensation.....	23,914.63	
	Navy fuel appropriation (coal washery, etc.).....	243,000.00	
	Fifty per cent lot sale fund.....	112,916.29	
	Equipment transferred from Panama.....	329,426.68	
	Expenditures, Navy Alaskan Coal Commission.....	997,028.94	
			\$60,137,236.54
CURRENT LIABILITIES			
759	Traffic balances payable.....	9,924.33	
760	Audited accounts and wages payable.....	171,267.32	
768	Other current liabilities.....	433,315.57	
			614,507.22
DEFERRED LIABILITIES			
770	Other deferred liabilities.....		52,881.61
UNADJUSTED CREDITS			
775	Accrued depreciation, road.....	93,811.65	
776	Accrued depreciation, equipment.....	850,769.15	
778	Other unadjusted credits.....	170,011.50	
784	Profit and loss.....	80,723.80	
			1,195,316.10
	Grand total.....		61,914,178.25

I. C. C. account Nos.	Classification	Alaska Northern Railroad	Headquar- ters and general	Terminals	Section 1, mile 0-12	Section 2, mile 13-30	Section 3, mile 31-45	Section 4, mile 46-70.7	Section 5, mile 70.7-79.3	Section 6, mile 79.3-114.3	Section 7, mile 114.3-227	Section 8, Matanuska branch	Section 9, mile 228-264.1
	ROAD												
1	Engineering	\$113,200.00	\$675,985.57	\$43,493.19	\$27,208.85	\$26,613.31	\$23,121.29	\$77,468.83	\$47,652.23	\$156,115.01	\$204,285.01	\$91,850.11	\$98,633.15
2	Land for transportation purposes	1,949.00		11,331.52						11,541.85	1,873.47	547.20	
3	Grading	414,354.00		95,801.87	317,114.65	203,828.41	172,874.05	813,359.00	637,616.42	2,514,147.47	2,128,960.93	1,361,159.14	1,065,024.33
5	Tunnels and subways	200,647.00			39,607.16			166,481.64					
6	Bridges, trestles, and culverts	47,127.00		11,698.33	47,554.45	51,884.60	31,797.12	678,859.18	50,866.35	186,111.78	790,861.80	120,723.40	134,893.50
8	Ties	10,052.00		37,662.54	13,107.34	14,527.54	20,968.87	56,909.45	9,740.65	63,252.80	218,116.71	97,400.53	107,329.95
9	Rails	258,526.00		68,018.77	30,067.60	8,816.09	25,458.64	51,466.60	63,664.53	263,658.37	808,889.94	306,924.60	378,806.60
10	Other track material	24,496.00		37,657.41	5,560.81	6,253.88	11,788.61	25,980.60	24,212.38	52,169.72	124,505.96	59,442.03	60,341.21
11	Ballast			19,071.41	34,233.42	30,978.09	18,586.23	26,691.20	18,652.02	41,290.11	98,627.62	44,931.22	45,631.33
12	Track laying and surfacing	32,743.00		75,835.39	20,034.10	23,974.50	37,865.29	57,923.82	22,587.07	113,024.37	330,355.50	145,820.44	159,602.33
13	Right-of-way fences											7.48	
14	Snow and sand fences and snowsheds			12,062.43			5,445.31	341,787.31	285,392.85				
15	Crossings and signs			575.44	119.83	100.71	95.32	318.18	89.96	554.61	2,537.01	467.92	430.15
16	Station and office buildings	20,150.00		293,481.58					59.48	1,394.75	35,352.96	9,866.93	126,985.97
17	Roadway buildings	1,149.00		8,794.93	1,633.79	4.25	10,749.84	854.96	4,770.65	6,267.62	52,681.87	57.05	13,609.90
18	Water stations			35,604.14		3,999.13	8,789.94	19,309.90	2,088.99	1,583.07	28,806.09	35,899.84	24,556.11
19	Fuel stations			6,204.24			5.37	210.38	1,420.85		1,361.97	6,468.59	2,054.11
20	Shops and engine houses			466,082.00					689.61				82,256.07
23	Wharves and docks	2,202.00		541,623.24					817.57				
26	Telegraph and telephone lines		59,824.28	28,186.63	12,061.10	18,068.85	17,089.76	28,299.07	10,987.16	81,947.08	127,600.68	50,740.21	45,743.53
27	Signals and interlockers								347.59		1,520.32	60.00	
29	Power-plant buildings			69,101.20									
30	Power-substation buildings			697.27									
31	Power-transmission systems			15,688.68									196.49
32	Power-distribution systems		43,314.89	16,236.58									142.06
33	Power lines, poles, and fixtures			25,273.20									114.40
35	Miscellaneous structures			366,626.64				2,503.25			6,596.22		
37	Roadway machines	5,720.00		44,685.25	98.15	159.22	70.65	384.97		396.56	457.07	418.96	569.20
38	Roadway small tools			5,996.41	1,367.43	2,225.29	1,798.35	3,559.38	907.96	4,552.68	13,200.38	5,060.37	6,202.23
40	Revenues and operation expenses during construction												
			3,379,501.57	275.08									
43	Other expenditures, road			115,781.18	27,497.67	19,485.63	52,331.82	212,715.06	55,675.57	286,433.97	478,890.23	147,091.67	439,961.97
44	Shop machinery	2,464.00		224,726.58									

45	Power-plant machinery.....			171,638.29															
46	Power-substation apparatus.....			1,548.24															
47	Unapplied construction material and supplies.....			97,962.98															
	Total expenditure, road.....	1,134,779.00	4,158,626.31	2,949,422.64	577,266.35	410,919.50	438,833.46	2,565,082.78	1,238,239.89	3,784,441.82	5,455,481.74	2,484,877.69	2,792,976.65						
	EQUIPMENT																		
51	Steam locomotives.....		560,588.08																
52	Other locomotives.....		538.40																
53	Freight-train cars.....		1,486,483.90																
54	Passenger-train cars.....		236,306.95																
55	Motor equipment of cars.....		1,384.00																
56	Floating equipment.....		195,570.76																
57	Work equipment.....		1,116,846.57																
58	Miscellaneous equipment.....		228,485.03																
	Total expenditure, equipment.....		3,826,203.69																
	GENERAL EXPENDITURES																		
72	General officers and clerks.....		213,111.74	116,988.60	29,716.75	21,305.62	19,426.05	76,837.49	34,560.05	112,865.13	205,854.30	54,569.07	94,931.81						
73	Law.....	3,892.99	24.75																
74	Stationery and printing.....		1,710.30	6,231.22	3,906.65	2,751.02	2,384.66	6,353.46	1,270.81	5,105.04	16,275.55	6,670.91	3,571.70						
76	Interest during construction.....	4,188.49																	
77	Other expenditure, general.....		88,137.10	50,921.39	451.03	1,313.50	1,957.28	54,642.11	23,865.12	65,568.91	125,003.61	26,744.44	84,550.16						
	Total expenditure, general.....	8,081.48	302,983.89	174,141.21	34,074.43	25,370.14	23,767.99	137,833.06	59,695.98	183,539.08	347,133.46	87,984.42	183,053.67						
	Total.....	1,142,860.48	8,287,813.89	3,123,563.85	611,340.78	436,289.64	462,601.45	2,702,915.84	1,297,935.87	3,967,980.90	5,802,615.20	2,572,862.11	2,976,030.32						

Investments in road and equipment—Total to date, December 31, 1922—Continued

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REPORT OF THE ALASKA RAILROAD

I. C. C. ac- count Nos.	Classification	Section 10, mile 264.1-290	Section 11, mile 290-315	Section 12, mile 315-334.6	Section 13, mile 334.6-347.3	Section 14, mile 347.3-358.2	Section 15, mile 358.2-411.7	Tanana River Bridge	Section 16, mile 412.3-467.7	Section 17, Chatanika branch	Grand total
	ROAD										
1	Engineering	\$68, 145. 93	\$30, 250. 82	\$30, 357. 76	\$20, 783. 08	\$56, 613. 15	\$237, 864. 58		\$69, 392. 10	\$12, 553. 64	\$2, 111, 587. 61
2	Land for transportation purposes						9, 591. 83			1, 426. 00	38, 260. 87
3	Grading	1, 046, 899. 95	596, 589. 93	770, 990. 98	487, 488. 47	1, 442, 390. 60	2, 122, 140. 32		1, 050, 875. 86	115, 477. 11	17, 357, 093. 49
5	Tunnels and subways					233, 856. 23					640, 592. 03
6	Bridges, trestles, and culverts	1, 803, 377. 00	118, 383. 86	115, 942. 46	267, 184. 83	195, 199. 58	416, 688. 12	\$1, 049, 179. 58	129, 512. 30	29, 225. 18	6, 277, 070. 42
8	Ties	102, 839. 41	92, 052. 65	68, 149. 80	32, 896. 61	26, 616. 27	97, 927. 03	4, 883. 31	107, 404. 80	35, 084. 62	1, 216, 922. 97
9	Rails	293, 211. 15	273, 555. 92	199, 261. 61	134, 111. 82	128, 091. 10	597, 275. 60	1, 672. 96	626, 582. 06	103, 193. 00	4, 621, 254. 96
10	Other track material	50, 430. 31	42, 503. 70	43, 465. 89	16, 116. 48	30, 590. 45	84, 253. 01	197. 14	137, 380. 68	12, 816. 32	850, 162. 59
11	Ballast	4, 727. 22	20, 742. 53	22, 425. 11	19, 206. 99	27, 092. 54	124, 421. 06		62, 451. 45	9, 016. 10	668, 605. 65
12	Track laying and surfacing	103, 407. 34	82, 616. 45	97, 282. 27	53, 099. 29	93, 628. 57	250, 550. 81	4, 278. 27	213, 793. 98	55, 750. 06	1, 974, 372. 91
13	Right-of-way fences										7. 48
14	Snow and sand fences and snowsheds		3, 008. 94	81. 33	4. 50	17. 50			73. 74	137. 25	648, 011. 16
15	Crossings and signs	233. 27	184. 78	304. 63	343. 70	194. 35	1, 351. 50		292. 58	178. 25	8, 372. 19
16	Station and office buildings		99. 22	15. 09		4, 432. 48	85, 797. 63		59, 041. 40	4, 499. 76	641, 177. 25
17	Roadway buildings	9, 162. 76	260. 59	638. 94	383. 60	114. 64	20, 238. 60		1, 032. 83	58. 92	132, 461. 74
18	Water stations	16, 926. 13	17, 098. 40	19, 646. 32	3, 374. 04	828. 38	22, 594. 03		18, 760. 80	1, 410. 82	261, 276. 13
19	Fuel stations		260. 34	257. 21			7, 524. 39				25, 767. 45
20	Shops and engine houses			7, 292. 11			105, 374. 43		2, 867. 97		664, 562. 19
23	Wharves and docks						57, 778. 06		22, 503. 85		624, 924. 72
26	Telegraph and telephone lines	27, 204. 40	12, 720. 05	5, 959. 26	8, 894. 03	11, 229. 23	67, 552. 24		31, 030. 75	3, 209. 47	648, 347. 78
27	Signals and interlockers										1, 927. 91
29	Power-plant buildings										69, 101. 20
30	Power substation buildings										697. 27
31	Power-transmission systems										15, 885. 17
32	Power-distribution systems										59, 693. 53
33	Power lines, poles, and fixtures										25, 387. 60
35	Miscellaneous structures					9. 31	336. 00		1, 890. 02		377, 942. 82
37	Roadway machines	125. 92	405. 78	239. 62	527. 52	728. 28	736. 11		729. 34	2, 502. 39	58, 954. 99
38	Roadway small tools	3, 337. 59	3, 711. 51	2, 479. 41	649. 30	457. 69	156. 10		15. 31		55, 677. 39
40	Revenue and operation expenses during construction										
43	Other expenditures, road	737, 160. 71	284, 046. 06	150, 265. 33	154, 464. 94	257, 477. 35	35, 353. 51		20, 935. 94	879. 35	3, 379, 776. 65
44	Shop machinery										3, 476, 447. 96
45	Power-plant machinery										227, 190. 58
46	Power substation apparatus										171, 638. 29
47	Unapplied construction material and supplies										1, 548. 24
											97, 962. 98
	Total expenditure, road	4, 267, 189. 09	1, 578, 691. 53	1, 535, 055. 13	1, 199, 529. 20	2, 509, 549. 08	4, 345, 504. 96	1, 060, 211. 26	2, 556, 567. 85	387, 418. 24	47, 430, 664. 17

EQUIPMENT											
51	Steam locomotives.....										560,588.08
52	Other locomotives.....										538.40
53	Freight-train cars.....										1,486,483.90
54	Passenger-train cars.....										236,306.95
55	Motor equipment of cars.....										1,384.00
56	Floating equipment.....										195,570.76
57	Work equipment.....										1,116,846.57
58	Miscellaneous equipment.....										228,485.03
	Total expenditure, equipment.....										3,826,203.69
GENERAL EXPENDITURES											
72	General officers and clerks.....	103,729.86	52,485.73	3,626.56	9,836.93	6,590.61	177,967.89		3,349.53	1,416.25	1,339,169.97
73	Law.....								47.90	47.17	3,917.74
74	Stationery and printing.....	2,838.81	1,359.47	2,622.75	4,615.01	2,004.68	34,543.69				104,310.80
76	Interest during construction.....								2,728.20	433.85	4,188.49
77	Other expenditures, general.....	105,922.11	57,735.96	6,423.74	11,282.25	9,774.67	68,809.53				786,264.96
	Total expenditures, general.....	212,490.78	111,581.16	12,673.05	25,734.19	18,369.96	281,321.11		6,125.63	1,897.27	2,237,851.96
	Total.....	4,479,679.87	1,690,272.69	1,547,728.18	1,225,263.39	2,527,919.04	4,626,826.07	1,060,211.26	2,562,693.48	389,315.51	53,494,719.82

Miscellaneous physical property December 31, 1923

Classification	Current month	Totals to date
Anchorage town site.....		\$91,570.61
Matanuska town site.....		9,072.32
Wasilla town site.....		1,486.11
Seward town site.....		13,381.41
Nenana town site.....		24,627.09
Post office, Anchorage.....		7,606.73
Post office, Nenana.....		591.56
Jail and marshal's office, Nenana.....		3,621.52
School, Anchorage.....		46,919.86
School, Nenana.....		13,434.99
Employees' dwelling houses:		
Anchorage.....	\$85.37	153,651.15
Seward.....		8,749.39
Nenana.....	110.00	47,452.24
Healy.....		13,231.53
Bunk houses:		
Nenana.....		50,043.35
Anchorage.....		39,160.95
Eska Creek coal mine.....		252,803.64
Chickaloon coal mine.....	153.48	252,119.39
Warehouse sites, Anchorage.....		8,379.08
Federal reserve, Nenana.....		226.02
Goldstream sawmill.....		12,303.66
Material lease account.....		3,588.34
Coal washery, Sutton.....		346,841.97
Chickaloon Mine, U. S. Navy Alaskan Coal Commission ¹		817,636.88
Coal Creek Mine, U. S. Navy Alaskan Coal Commission ¹		148,077.47
King River Mine, U. S. Navy Alaskan Coal Commission ¹		21,365.09
	128.85	2,387,942.35

¹ Transferred from Chickaloon mine book.*Statement of current assets, December 31, 1923*

I. C. C. account	Current assets	Subtotal	Total
	CASH		
708	Appropriation, "Construction and operation of railroads in Alaska, 1922-1923".....		\$277,391.26
	Appropriation, "Construction and equipment of railroads in Alaska, 1923-1924".....		17,164.78
	Appropriation, "Maintenance and operation of railroads in Alaska, 1923".....		203,987.22
	Appropriation, "Maintenance and operation of railroads in Alaska, 1924".....		359.91
	Appropriation, "Operation of river steamers in Alaska, 1924".....		566,425.07
	Appropriation, "Printing and binding, Interior Department, 1924".....		43,333.18
	Appropriation, "Increase in compensation".....		890.30
	Cash in hands of employees.....		1,714.00
711	Special deposits, miscellaneous.....		19,141.98
	Special deposits, revenue.....		3,318.79
	Total cash.....		130,233.37
713	Traffic balances receivable.....		1,263,959.86
714	Net balance receivable from agents and conductors.....		264.93
715	Miscellaneous accounts receivable:		14,976.00
	Employees' compensation fund.....	\$5,547.39	
	Medical department.....	26,724.84	
	Town-site accounts.....	34,669.42	
	Post Office Department mail contracts.....	16,510.91	
	Miscellaneous.....	42,101.55	
716	Material and supplies.....		125,554.11
718	Rents receivable.....		1,074,263.50
719	Supplies ordered and in transit.....		3,509.08
	Supplies ordered and in transit.....		357,993.49
	Grand total, current assets.....		2,840,520.97

Statement of liabilities, December 31, 1923

I. C. C. ac- count		Subtotal	Total
759	Current liabilities:		
	Traffic balance payable.....		\$9,924.33
760	Audited accounts and wages payable:		
	Salaries and wages payable.....		134,197.02
760	Accounts payable:		
	War tax.....	\$513.69	
	Miscellaneous.....	36,556.61	
			37,070.30
768	Other current liabilities:		
	Unpaid purchase orders.....	372,551.16	
	Unpaid freight transportation.....	59,157.09	
	Unpaid passenger transportation.....	1,607.32	
			433,315.57
	Total current liabilities.....		614,507.22
770	Deferred liabilities:		
	Contractor's accounts.....	54,518.99	
	Special deposits.....	1,637.38	
			52,881.61
	Total deferred liabilities.....		

Statement of unadjusted debits and credits, December 31, 1923

	Subtotal	Total
Unadjusted debits:		
Passenger transportation.....	\$7,511.11	
Freight transportation.....	9,179.21	
Loss on retired road and equipment.....	214,289.19	
Material store expense.....	61,130.18	
Potter Creek rock quarry.....	3,837.03	
Coal account, Eskra mine.....	105,021.70	
Gravel and rock pit operations.....	54,732.52	
Sundry items.....	27,129.19	
Total unadjusted debits.....		\$272,786.73
Unadjusted credits:		
Accrued depreciation—		
Road.....	93,811.65	
Equipment.....	850,769.15	
		944,580.80
Other unadjusted credits:		
Meal tickets and coupons.....	1,030.70	
Unadjusted steel rail account.....	163,217.22	
Sundry.....	5,763.58	
		170,011.50
Total unadjusted credits.....		1,114,592.30

Statement of income and expenses December 31, 1923

I. C. C. ac- count	Classification	Current month	Total to date (from July 1, 1923)
	I. OPERATING INCOME		
501	Railway operating revenues.....	\$57,987.74	\$528,219.10
531	Railway operating expenses.....	195,322.79	1,545,512.68
	Net deficit from railway operation.....	137,335.05	1,017,293.58
534	Expenses of miscellaneous operations.....	142.10	1,162.10
	Net deficit from miscellaneous operations.....	142.10	1,162.10
	Total operating deficit.....	137,477.15	1,018,455.68
	II. NONOPERATING INCOME		
503	Hire of freight car.....	41.00	124.00
506	Rent from floating equipment.....		206.00
507	Rent from work equipment.....	91.67	491.67
510	Miscellaneous rent income.....	383.51	2,276.99
511	Miscellaneous nonoperating physical property.....	433.55	5,828.98
	Total nonoperating income.....	82.63	2,730.52
	Total expenses in excess of income.....	137,394.52	1,021,186.00

REPORT OF THE ALASKA RAILROAD

Statement of railway operating revenues, month of December, 1923

I. C. C. ac- count	Railway operating revenues	Current month	Total to date (from July 1, 1923)
I. TRANSPORTATION—RAIL LINE			
101	Freight.....	\$26,758.08	\$257,963.65
102	Passenger.....	9,814.20	90,319.33
103	Excess baggage.....	29.45	631.23
104	Sleeping cars.....		573.05
105	Parlor chair cars.....	154.00	2,592.75
106	Mail.....	3,047.21	15,953.61
107	Express.....	905.21	2,923.27
108	Other passenger train.....	80.85	472.81
110	Switching.....	5.00	582.80
111	Special service train.....	19.80	701.35
	Total, transportation, rail line.....	40,813.80	372,713.85
II. TRANSPORTATION—WATER LINE			
121	Freight.....		16,722.68
122	Passenger.....		12,301.20
123	Excess baggage.....	28.00	268.80
124	Other passenger service.....	5.40	
125	Mail.....	213.19	19,955.02
126	Express.....	29.29	499.84
128	Other.....		81.50
	Total, transportation, water line.....	150.50	49,829.04
III. INCIDENTAL			
131	Dining and buffet.....	1,578.80	11,909.75
132	Hotel and restaurant.....	2,446.88	20,366.50
134	Parcel room.....	4.90	41.50
135	Storage, freight.....	108.26	749.85
136	Storage, baggage.....	70.45	799.11
137	Demurrage.....	143.00	269.00
138	Telephone and telegraph.....	1,679.60	13,006.53
141	Power.....	7,351.38	30,262.21
142	Rents of buildings and other property.....	105.00	1,075.00
143	Miscellaneous.....	3,535.17	27,196.76
	Total, miscellaneous.....	17,023.44	105,676.21
	Total operating revenues.....	57,987.74	528,219.10

Statement of railway operating expenses, month of December, 1923

I. C. C. ac- count	Classification	Current month	Total to date (from July 1, 1923)
I. MAINTENANCE OF WAY AND STRUCTURES			
201	Superintendence.....	\$3,316.93	\$26,807.38
202	Roadway maintenance.....	13,010.19	254,652.63
206	Tunnels and subways.....	48.81	3,259.82
208	Bridges, trestles, and culverts.....	21,112.32	87,367.05
212	Ties.....	9,746.44	122,359.43
214	Rails.....	3,018.36	9,042.40
216	Other track material.....	2,563.50	17,685.76
218	Ballast.....		28,006.70
220	Track laying and surfacing.....	8,515.51	241,873.61
223	Snow and sand fences and snowsheds.....	166.95	18,185.39
225	Crossings and signs.....	14.50	154.81
227	Station and office buildings.....	1,690.73	6,106.65
229	Roadway buildings.....	623.29	7,135.43
231	Water stations.....	707.44	5,246.75
233	Fuel stations.....	80.30	302.59
235	Shops and engine houses.....	1,410.48	5,960.48
241	Wharves and docks.....	498.35	3,611.88
247	Telegraph and telephone lines.....	2,549.01	24,158.90
261	Power line poles and fixtures.....		8.00
265	Miscellaneous structures.....	167.71	2,970.93
269	Roadway machines.....	673.52	5,931.43
271	Small tools and supplies.....	1,464.00	13,846.29
272	Removing snow, ice, and sand.....	18,964.49	23,946.86
274	Injury to persons.....	446.27	5,250.74
276	Stationery and printing.....	38.33	584.58
277	Other expenses.....	179.38	996.16
	Total, maintenance of way and structures.....	91,006.81	915,452.65

Statement of railway operating expenses, month of December, 1923—Continued

I. C. C. ac- count	Classification	Current month	Total to date (from July 1, 1923)
II. MAINTENANCE OF EQUIPMENT			
301	Superintendence.....	3,424.49	15,831.45
302	Shop machinery.....	433.67	2,924.31
308	Steam locomotives.....	8,528.05	42,719.21
314	Freight-train cars.....	4,245.34	25,062.10
317	Passenger-train cars.....	2,808.19	18,664.42
320	Motor equipment of cars.....	6.00	6.00
323	Floating equipment.....	1,190.80	7,816.55
326	Work equipment.....	6,771.77	13,595.86
329	Miscellaneous equipment.....	145.24	539.28
332	Injuries to persons.....	210.71	2,093.18
334	Stationery and printing.....	13.83	236.66
335	Other expenses.....	635.21	3,137.44
	Total, maintenance of equipment.....	28,407.30	132,626.46
III. TRAFFIC			
351	Superintendence.....	320.00	346.40
352	Outside agencies.....	276.75	2,128.20
353	Advertising.....		4,733.56
358	Stationery and printing.....		1.62
	Total, traffic.....	596.75	7,209.78
IV. TRANSPORTATION, RAIL LINE			
371	Superintendence.....	1,971.71	12,123.63
372	Dispatching trains.....	789.70	6,686.48
373	Station employees.....	10,380.22	80,597.99
376	Station supplies and expenses.....	2,851.43	16,453.28
378	Yard conductors and brakemen.....	463.44	3,343.92
380	Yard enginemen.....	5.18	2,110.86
382	Fuel for yard locomotives.....	1,306.81	3,625.38
385	Water for yard locomotives.....	30.38	2.19
386	Lubricants for yard locomotives.....	14.73	29.21
387	Other supplies for yard locomotives.....	1.87	15.24
388	Engine house expenses, yard.....	391.60	1,899.09
389	Yard supplies and expenses.....		362.36
392	Train enginemen.....	3,819.74	27,775.54
394	Fuel for train locomotives.....	10,869.06	73,643.46
397	Water for train locomotives.....	3,142.55	12,360.68
398	Lubricants for train locomotives.....	298.05	892.21
399	Other supplies for train locomotives.....	152.30	736.11
400	Engine house expenses, train.....	5,585.77	21,355.08
401	Trainmen.....	6,051.72	37,541.51
402	Train supplies and expenses.....	2,506.91	24,100.78
403	Operating sleeping cars.....	17.69	5,877.63
407	Telegraph and telephone operation.....	919.38	3,680.54
410	Stationery and printing.....	218.67	2,682.07
411	Other expenses.....	75.50	2,107.59
415	Clearing wrecks.....	1,252.65	1,938.59
418	Loss and damage, freight.....	12.62	425.21
419	Loss and damage, baggage.....		100.00
420	Injuries to persons.....	624.77	4,133.08
	Total, transportation, rail line.....	53,740.41	346,568.53
V. TRANSPORTATION, WATER LINE			
431	Operation of vessels.....	1,620.58	59,922.38
432	Operation of terminals.....	150.00	5,098.91
433	Incidental.....		45.00
	Total, transportation, water line.....	1,770.58	65,066.29
VI. MISCELLANEOUS OPERATIONS			
441	Dining and buffet service.....	1,583.83	13,654.23
442	Hotels and restaurants.....	3,338.72	25,209.87
445	Producing power sold.....	6,297.40	31,335.22
446	Other miscellaneous operations.....	1,945.15	15,974.10
	Total, miscellaneous operations.....	13,165.10	86,173.42

Statement of railway operating expenses, month of December, 1923—Continued

I. C. C. ac- count	Classification	Current month	Total to date (from July 1, 1923)
	VII. GENERAL		
451	Salaries and expenses of general officers.....	1, 120. 70	7, 298. 17
452	Salaries and expenses, clerks and attendants.....	5, 287. 82	32, 601. 93
453	General office supplies and expenses.....	141. 75	767. 33
458	Stationery and printing.....	77. 47	974. 47
460	Other expenses.....	1, 625. 45	3, 745. 87
	Total, general.....	8, 253. 19	45, 387. 77
	VIII. TRANSPORTATION FOR INVESTMENT		
	Transportation.....	1, 522. 70	47, 432. 67
	Wharfage.....	94. 65	5, 539. 55
	Total, transportation for investment.....	1, 617. 35	52, 972. 22
	Summary:		
I	Maintenance of way and structures.....	91, 006. 81	915, 452. 65
II	Maintenance of equipment.....	28, 407. 30	132, 626. 46
III	Traffic.....	596. 75	7, 209. 78
	Transportation:		
IV	Rail line.....	53, 740. 41	346, 568. 53
V	Water line.....	1, 770. 58	65, 066. 29
VI	Miscellaneous.....	13, 165. 10	86, 173. 42
VII	General.....	8, 253. 19	45, 387. 77
VIII	Transportation for investment.....	1, 617. 35	52, 972. 22
	Total operating expense, railway.....	195, 322. 79	1, 545, 512. 68

Investment and operation Eska Creek coal mine, December 31, 1923

Investment in Eska Creek coal mine, original cost and investment.....	\$252, 803. 64
Revenues from Eska Creek coal mine:	
June 18, 1917, to Oct. 31, 1917, 11,477.48 long tons, at \$5 per ton.....	57, 387. 40
June 18, 1917, to Oct. 31, 1917, 483.07 short tons at \$6 per ton.....	2, 898. 42
Nov. 1, 1917, to Feb. 28, 1917, 11,404.08 short tons at \$5.35 per ton.....	61, 011. 82
Mar. 1, 1918, to Apr. 30, 1918, 99 short tons at \$5 per ton....	495. 00
Mar. 1, 1918, to Oct. 31, 1920, 110,130.06 short tons at \$6 per ton.....	660, 780. 36
Nov. 1, 1920, to Oct. 31, 1922, 54,696.80 short tons at \$7 per ton.....	382, 877. 60
Nov. 1, 1922, to Dec. 31, 1923, 20,778.616 short tons at \$5.80 per ton.....	120, 515. 97
	1, 285, 966. 57
Less reduction in price at \$3 per ton on 6,371.863 tons.....	19, 115. 59
	1, 266, 850. 98
Expenses, Eska Creek coal mine:	
June 18, 1917, to Dec. 31, 1923, maintenance.....	47, 720. 81
June 18, 1917, to Dec. 31, 1923, operation.....	1, 114, 108. 47
	1, 161, 829. 28

Investment in Chickaloon mine, December 31, 1923

Investment in Chickaloon mine.....	\$316, 367. 63
Less coal produced.....	64, 248. 24
	252, 119. 39

Statement of free service rendered other departments of the Government, December, 1923

Department of Justice.....	\$230. 60
Department of Interior:	
Bureau of Education.....	106. 27
McKinley National Park.....	48. 55
General Land Office.....	24. 95
Bureau of Mines.....	199. 51
Department of Agriculture:	
Experiment Stations.....	67. 73
Biological Survey.....	106. 05
Weather Bureau.....	3. 36
Forestry Service.....	1. 05
Department of War:	
Alaska Road Commission.....	435. 25
United States Signal Corps.....	307. 89
United States troops.....	307. 09
Department of Commerce:	
Bureau of Fisheries.....	. 50
United States Fisheries steamer <i>Eider</i>	10. 00
Navy Department, radio station.....	1. 14
Treasury Department.....	15. 23
Post Office Department.....	325. 33
Congressional.....	. 12
	<hr/>
	2, 190. 62

Statement of rolling stock, machinery, work equipment, etc., December 31, 1923

STEAM LOCOMOTIVES

Number		Number	
1. Standard gauge.....	\$7, 066. 24	280. Standard gauge.....	\$12, 677. 50
2. Standard gauge.....	3, 895. 13	285. Standard gauge.....	15, 761. 50
5. Standard gauge.....	14, 860. 56	601. Standard gauge.....	26, 299. 44
10. Standard gauge.....	2, 447. 39	605. Standard gauge.....	19, 956. 62
11. Standard gauge.....	3, 999. 07	606. Standard gauge.....	21, 665. 95
20. Standard gauge.....	13, 227. 22	610. Standard gauge.....	26, 861. 62
21. Standard gauge.....	13, 287. 36	614. Standard gauge.....	21, 529. 01
208. Standard gauge.....	16, 353. 32	618. Standard gauge.....	21, 587. 51
221. Standard gauge.....	14, 764. 12	620. Standard gauge.....	22, 701. 18
224. Standard gauge.....	17, 812. 90	1. Narrow gauge.....	1, 056. 35
225. Standard gauge.....	12, 157. 96	2. Narrow gauge.....	4, 225. 39
239. Standard gauge.....	25, 936. 38	6. Narrow gauge.....	220. 83
242. Standard gauge.....	18, 309. 21	21. Narrow gauge.....	2, 023. 47
247. Standard gauge.....	17, 536. 53	22. Narrow gauge.....	2, 023. 47
264. Standard gauge.....	22, 232. 24	50. Narrow gauge.....	1, 491. 39
265. Standard gauge.....	12, 243. 77	51. Narrow gauge.....	2, 821. 37
266. Standard gauge.....	17, 753. 03	151. Narrow gauge.....	9, 081. 26
270. Standard gauge.....	19, 572. 08	152. Narrow gauge.....	27, 356. 93
272. Standard gauge.....	17, 775. 15	830. Narrow gauge.....	128. 21
275. Standard gauge.....	16, 667. 55		
277. Standard gauge.....	16, 041. 07	Total.....	560, 588. 08
278. Standard gauge.....	17, 180. 80		

FREIGHT-TRAIN CARS

17 cabooses.....	\$48, 378. 38	29 flat cars (narrow gauge).....	\$29, 930. 58
45 box cars.....	112, 677. 18	12 dump cars (narrow gauge).....	3, 542. 64
6 stock cars.....	8, 764. 61	13 box cars (narrow gauge).....	12, 475. 37
173 gondola coal cars....	186, 976. 68		
466 flat cars.....	886, 669. 95	Total.....	1, 486, 483. 90
36 Hart convertible cars	162, 475. 19		
6 refrigerator cars.....	34, 593. 32		

PASSENGER-TRAIN CARS

7 baggage and mail cars	\$34,326.13	1 electric-battery passenger car No. 7	\$3,167.76
5 observation and dining cars	64,424.67	1 gas-motor passenger car No. 80 (narrow gauge)	794.74
9 passenger cars	74,466.74	4 sleeping coaches	45,232.80
4 passenger cars (narrow gauge)	9,587.96		
1 combination car	4,306.15	Total	236,306.95

FLOATING EQUIPMENT

<i>Matanuska</i> , stern wheel, gasoline	\$11,868.17
<i>Eklutna</i> , tow boat, steam	1,286.00
<i>Alaska</i> , launch, gasoline	5,680.58
<i>Sunbeam</i> , launch, gasoline	3,437.17
<i>Sunflower</i> , launch, gasoline	902.63
<i>Midnight Sun</i> , stern wheel, gasoline	3,462.63
<i>Anne W.</i> , tug, oil burner	22,230.27
<i>Betty M.</i> , stern river boat, gasoline	7,537.55
<i>B. & B. No. 2</i> , tunnel stern boat, gasoline	13,102.37
<i>B. & B. No. 3</i> , tunnel stern boat, gasoline	20,262.31
<i>Omineca</i> , river boat, steamer	13,016.31
<i>General Jacobs</i> , river boat, steamer	18,266.73
<i>General Davis</i> , river boat, steamer	21,800.16
Barges, river, small	447.28
<i>Innoko</i> , barge	2,855.90
Rowboats, miscellaneous	3,349.02
<i>Susitna</i> , lighter No. 31, capacity 30 tons	1,250.00
<i>Katalla</i> , barge No. 101, capacity 60 tons	1,412.02
<i>Navy No. 22</i> , barge No. 102, capacity 60 tons	1,575.39
<i>Navy No. 23</i> , barge No. 103, capacity 60 tons	3,854.21
<i>Katalla</i> , barge No. 104, capacity 60 tons	1,412.02
<i>A. E. C. No. 1</i> , lighter No. 106, capacity 100 tons	3,986.90
<i>Katalla, No. 3</i> , lighter No. 107, capacity 100 tons	1,412.01
<i>Chulitna</i> , lighter, capacity 10 tons	1,626.42
<i>Lawrence</i> , sea-going barge, capacity 325 tons	20,671.17
Mushroom anchors	1,744.00
Harbor buoys	1,872.50
Scows	4,099.92
Sundry	1,149.12
Total	195,570.76

WORK EQUIPMENT

1 dredge	\$90,716.20
83 outfit cars	88,561.23
189 dump and ballast cars	276,818.20
5 tank cars	7,209.65
22 camp cars	33,348.39
1 pile driver car	3,130.11
1 skid car No. 6476	3,130.11
5 derrick cars	13,240.35
2 business cars	12,589.14
1 motor car No. 2	406.22
1 track-laying car	1,936.82
1 wrecking tool car No. 001	2,531.69
1 wrecking dining car No. 002	2,285.11
1 traveling machine shop car No. 003	2,623.55
1 portable water tank car	386.50
1 pile driver work car	1,107.63
4 skid drivers	11,526.18
1 Bucyrus track driver No. 6	21,666.05
2 Lidgerwood unloaders	12,329.27
1 Jordan spreader No. 2	12,277.91
1 ballast spreader plow	9,142.72

3 Bucyrus ditchers	\$89,248.37
7 Bucyrus steam shovels	69,018.70
3 Marion steam shovels	26,736.65
1 Browning crane No. 1	5,831.78
1 Browning crane ditcher No. 2	14,828.16
1 Bay City crane No. 3	7,872.69
1 Browning crane No. 4	7,920.78
1 wrecking crane No. 5	46,020.71
1 Interstate crane No. 6	29,254.13
1 locomotive crane	14,692.48
6 pile drivers	22,408.32
1 rotary plow No. 1	2,558.74
1 rotary plow No. 2	37,328.80
1 Russell wing snow plow No. 1	14,192.51
1 Russell wing snow plow No. 2	14,073.39
1 snow plow No. 1	485.34
1 snow plow No. 2	674.10
1 snow plow	3,773.61
1 dragline excavator	20,900.70
1 American hoist	11,122.42
3 dinkey engines	10,302.74
3 wood saws	2,555.85
1 Calyx drill	2,038.57
1 gravel plow	1,732.75
1 gravel spreader	344.00
1 Austin road grader	389.75
1 orange-peel bucket	710.00
1 clamshell bucket	1,572.10
1 Economy gas engine (4 horsepower)	175.00
1 ice flange	128.71
Small derrick, gin poles	1,427.27
Sundry	4,305.34
2 unloading plows	9,139.38
10 Hart convertibles	33,782.28
Tenana Valley Railroad equipment:	
Dozier snow plow	739.56
Pile driver	425.62
Steam shovel	176.55
Wood burner	119.35
Speed recorder	265.64
Miscellaneous	610.70
Total	1,116,846.57

SHOP MACHINERY

7 lathes	\$28,838.99
3 drill presses	1,402.10
1 power hack saw	56.21
1 spring fitting and case hardening furnace	1,569.00
1 boilermakers' clamp	163.61
2 pipe-threading machines	555.21
1 slotter	136.33
1 40-inch swivel head band saw	613.06
1 shaper	690.90
1 planer	674.75
1 tool-grinding wheel	94.00
1 grinding wheel	288.20
1 grinding machine	707.25
1 milling machine	2,195.05
1 brass furnace	87.34
1 car wheel boring machine	960.66
1 300-ton wheel press	4,231.76
1 U. S. M. D. No. 8	279.60
1 test rack triple valve	493.30
1 drill grinder	432.44
1 100-pound steam hammer	539.00
1 200-pound steam hammer	2,399.35

1 landis bolt threader.....	\$3, 163. 16
1 24-inch forging machine.....	2, 970. 00
1 punch.....	220. 00
1 Rock River shear.....	61. 00
2 plate rolls.....	4, 060. 68
1 blacksmith blower.....	50. 00
Electric motors.....	1, 217. 84
1 gib crane.....	720. 58
1 bolt-threading machine.....	1, 363. 71
1 flue-welding furnace.....	284. 90
1 electric welding machine.....	1, 918. 06
Oven blower crane and scales.....	2, 638. 78
Boring and turning machine.....	5, 013. 45
Shears and punch.....	3, 077. 24
1 flue-welding machine, Draper.....	497. 31
1 40-ton traveling crane.....	13, 443. 70
1 locomotive flue cleaner.....	660. 20
1 Greenard arbor press.....	76. 30
1 drop pit hydraulic elevator.....	1, 971. 92
1 cylinder boring bar.....	427. 29
1 grease press.....	44. 10
1 oil furnace for bolt furnace.....	69. 36
1 pipe-threading machine, Oster No. 308.....	1, 143. 39
1 cornice brake.....	246. 54
1 automatic band saw and filer.....	188. 90
1 wall jib crane.....	12. 96
1 Bement crank slotter.....	5, 345. 20
1 gas generator.....	70. 15
1 electric slotting machine.....	212. 50
Small tools, Anchorage machine shops.....	29, 967. 49
Shop machinery, Anchorage marine ways.....	2, 562. 81
Shop machinery, Anchorage car and carpenter shop.....	496. 99
Installing machinery, Anchorage terminal.....	19, 855. 63
Shop machinery, Seward terminal.....	20, 673. 86
A. N. Ry. shop machinery, Seward terminal.....	2, 464. 00
Electrical shop, Nenana.....	286. 20
Main shop, Nenana.....	15, 257. 79
Shop machinery, Curry.....	164. 27
Planing mill, Nenana.....	1, 031. 25
Sawmill, Nenana.....	6, 179. 55
Shop machinery, Camp 415.....	906. 10
Shop machinery, Fairbanks.....	13, 553. 71
Foundry machinery, Anchorage.....	7, 234. 52
Cutting and welding outfit.....	1, 044. 73
American lathes.....	4, 496. 03
American heavy duty shaper.....	2, 438. 32
Total.....	227, 190. 58

MISCELLANEOUS EQUIPMENT

Grading equipment.....	\$107, 476. 93
Holt tractor.....	9, 798. 14
Caterpillar tractor.....	12, 874. 12
Tractor trailers.....	9, 223. 17
Aerial tramways.....	7, 708. 67
Fire engine and hose.....	14, 689. 40
Fire car and hose.....	1, 514. 89
Hospital ambulance.....	666. 66
Derrick.....	1, 500. 00
Dump cars.....	2, 944. 50
Horses, wagons, saddles, sleds, trucks, etc.....	59, 110. 33
Fire station equipment.....	978. 22
Total.....	228, 485. 03

POWER-PLANT MACHINERY

Draft recorder	\$351. 95
Master clock	458. 45
Stationary boiler	761. 81
Water heater	1, 688. 75
Air reservoir	494. 13
6 boilers	25, 189. 46
3 air compressors	969. 36
2 Worthington pumps	678. 84
1 steam turbine, 300 kilowatts	16, 252. 90
4 electric generator and parts, 75 kilowatts	9, 351. 12
Motor	9, 802. 36
Electric shop and switchboard	8, 704. 44
Setting up boilers, building concrete foundations, and miscellaneous equipment, Anchorage terminal	45, 271. 46
Power-plant machinery, Nenana	51, 035. 00
Power-plant machinery, Curry	628. 26
Total	171, 638. 29

Statement of buildings and terminal structures, Anchorage, Alaska, December 31, 1923

	Cost		Cost
General office building	\$43, 356. 07	Foundry	\$19, 748. 38
Schoolhouse	46, 919. 86	Roundhouse	57, 069. 55
Hospital	54, 561. 13	Heating plant	24, 363. 49
Telephone	12, 869. 74	Power plant buildings	37, 368. 65
Post office	7, 606. 73	Cold storage plant	18, 046. 80
Employees' dwellings	152, 389. 55	Ice platform	298. 96
Storehouse No. 1	29, 961. 13	Water stations, terminal yard	35, 604. 14
Hardware storehouse	11, 376. 43	Fuel stations, terminal yard	3, 897. 72
Explosive storehouse	3, 278. 94	Bunk house No. 1	4, 544. 33
Oil storehouse	8, 572. 57	Bunk house No. 2	4, 755. 98
Lumber and stores sheds	6, 075. 49	Bunk house No. 3	3, 877. 63
Hay and grain sheds	655. 30	Bunk house No. 4	25, 983. 01
Passenger depot	10, 845. 80	Mess house No. 1	2, 764. 30
Freight depot, city	7, 944. 04	Mess house No. 2	13, 290. 72
Freight depot, terminal dock	7, 733. 88	Mess house, barracks	6, 193. 53
Ocean dock	99, 820. 41	Y. M. C. A. building	5, 072. 34
Ocean dock warehouse	9, 292. 31	Fire engine house	2, 111. 24
Main dock	73, 087. 61	New fire station	6, 790. 50
Dock No. 1	14, 524. 69	Obsolete record room	1, 108. 76
Barge Dock No. 2	15, 348. 62	Social hall	2, 497. 37
Passenger dock landing	3, 461. 82	Railroad men's club	4, 392. 81
Marine railway	76, 163. 80	Soldiers' gymnasium	4, 035. 88
150-ton automatic scales	12, 689. 62	Root house	1, 875. 20
Shops and engine houses	45, 845. 02	Carpenter shop	4, 853. 58
Machine shops No. 2 and extension	172, 435. 25	Stables	3, 462. 83
Coach shed	15, 346. 08	Ship Creek wagon bridge	4, 116. 63
		Blacksmith house	1, 373. 45
		Total	1, 241, 659. 67

Statement of general buildings at Nenana, December 31, 1923

	Cost		Cost
General office	\$34, 316. 25	Warehouse No. 6	\$1, 978. 05
Hospital	57, 075. 27	Warehouse (iron and steel)	2, 734. 35
School	13, 434. 99	Warm storage warehouse No. 1	10, 865. 58
Mess house	21, 195. 38	Warm storage warehouse No. 2	9, 840. 69
Commissary	30, 364. 26	Cold storage warehouse	12, 423. 75
Warehouse No. 1	11, 574. 64		
Warehouse No. 4	28, 194. 10		
Warehouse No. 5	3, 460. 86		

	Cost		Cost
Telephone building (fire station)-----	\$12,888.74	Main dock-----	\$18,461.39
Jail-----	3,621.52	Dock office-----	830.04
Post office-----	591.56	Sawmill-----	15,465.67
Employees' dwellings--	44,802.24	Planing mill-----	2,674.20
Dormitory No. 1-----	17,496.45	Lumber yard structures	5,443.62
Dormitory No. 2-----	32,546.90	Headquarters corral--	13,414.42
Main shop building-----	7,795.06	Harness shop-----	1,479.21
Machine shop No. 2-----	25,824.67	Ice house-----	1,354.80
Roundhouse No. 2-----	37,738.17	Oil house-----	1,583.26
Coal bunkers-----	13,586.05	Powder house No. 2-----	1,481.50
Passenger depot-----	23,981.82	Tool house-----	2,607.04
Blacksmith shop-----	6,342.52	Teamsters' cabin-----	1,524.24
Boiler house-----	5,438.81	Section house-----	837.65
Fire engine house-----	4,810.86	Paint house-----	928.53
Power plant building--	18,146.50	Marine railway-----	2,219.55
Pumping plant and tank-----	7,842.39	Total-----	571,217.55

Statement of general buildings and structures at Seward, December 31, 1923

	Cost
Depot-----	\$15,897.44
Office building-----	6,430.97
Warehouse No. 1 (Seward Dock)-----	31,276.61
Warehouse No. 2 (Seward Dock)-----	4,869.65
Guardhouse-----	485.00
Employees' dwellings-----	8,749.39
Oil houses-----	2,491.19
Coal bunkers-----	1,305.13
Shops and enginehouse-----	87,330.50
Seward Dock-----	69,824.84
Seward Dock extension-----	50,961.11
Seward Floating Dock-----	6,137.57
Storehouse-----	13,720.81
Total-----	299,480.21

Statement of general buildings and structures at Curry, December 31, 1923

	Cost
Hotel and depot-----	\$121,550.37
Roundhouse-----	72,340.22
Fuel station-----	2,054.11
Water tank and water system-----	15,846.70
Meat and ice house-----	527.62
Oil and sand house-----	423.73
Total-----	212,742.75

Statement of general buildings and structures Fairbanks, December 31, 1922

	Cost
Office building-----	\$2,491.62
Depot-----	26,817.58
Warehouse and warm storage-----	19,649.01
Tool house-----	264.00
Water tank-----	10,856.98
Fuel station-----	1,001.39
Roundhouse-----	60,039.43
Oil house-----	380.80
Mess house-----	1,019.32
Total-----	122,520.13

Statement of investment in anchorage town site, December 31, 1923

Investment accounts:		Maintenance accounts—(Continued):	
Engineering	\$3, 269. 77	Sidewalk maintenance	\$1, 286. 71
Municipal buildings	2, 604. 42	Dog pound	3, 982. 22
Municipal block	1, 194. 75	Skating rink	152. 50
Blocks, miscellaneous	8, 099. 04	Miscellaneous blocks	9. 41
Fire protection	5, 737. 69	Water works	96, 103. 17
Street protection	18, 039. 86	Total	215, 873. 56
Drain boxes, culverts, etc	326. 98	Total investment	
Alleys	564. 59	A. E. C.	456, 767. 20
Road construction	6, 791. 64	Status of assessments:	
Sidewalk Construc- tion—		Levied	207, 570. 13
Board	21, 829. 81	Less cancellations	5, 415. 95
Cement	11, 998. 25	Net	202, 154. 18
Gravel	89. 18	Less paid by private owners	178, 435. 84
Graveyard	754. 14	Government property	14, 985. 39
Garbage dump	349. 47	Total	193, 421. 23
Sewer construction	39, 753. 58	Uncollected	8, 732. 95
Special work	973. 18	Reimbursement to A. E. C. by assessment credits (as above)	193, 421. 23
Dog pound	199. 01	Water rental revenue	67, 371. 89
Waterworks	71, 398. 42	50 per cent lot sale fund	65, 080. 35
Anchorage school- house	46, 919. 86	Total	325, 873. 47
Total	240, 893. 64	Summary:	
Maintenance accounts:		A. E. C. investment	456, 767. 20
Administration ex- penses	32, 937. 90	Less reimbursement	325, 873. 47
Inspection for—		Net investment A. E. C.	130, 893. 73
Protection of property	118. 92		
Sanitation	21. 24		
Plumbing	944. 32		
Fire protection	43, 967. 46		
Disposal of garbage	22, 770. 04		
Health department	21. 68		
Street and roadway maintenance	13, 450. 66		
Block maintenance	107. 33		

Statement of investment in the Nenana town site, December 31, 1923

Investment accounts:		Equipment and supplies	
Municipal building	\$2, 636. 85	on hand	\$4, 843. 73
Fire hall	3, 312. 16	Total investment	121, 153. 55
Municipal reserves	226. 01	Status of assessments:	
Park revenues	376. 66	Levied	63, 135. 78
Street and alley grad- ing	19, 026. 11	Collected	40, 549. 85
Sidewalk	13, 264. 26	Uncollected	22, 585. 93
Water systems	10, 086. 93	Reimbursement to A. E. C. by assessments collected	40, 549. 85
Sewer systems	6, 635. 11	50 per cent lot sale fund	30, 769. 59
Flood preventions	5, 830. 50	Total	71, 319. 44
Schoolhouse	13, 434. 99	Summary:	
Total	74, 829. 58	A. E. C. investment	121, 153. 55
Maintenance accounts:		Less reimbursements	71, 319. 44
Manager's salary and expenses	11, 900. 48	Net investment	49, 834. 11
Fire protection	12, 754. 92		
Sanitation	639. 24		
Street and alley main- tenance	8, 198. 88		
General maintenance	7, 986. 72		
Total	41, 480. 24		

Statement of Seattle office expense to December 31, 1923

Detail of expense:		Detail of expense—(Continued):	
Salaries.....	\$276, 086. 03	Port charges.....	\$90, 027. 73
Increase in compensation.....	16, 706. 10	Rent and office expense.....	52, 550. 84
Inspection.....	159, 160. 00	Total.....	615, 998. 35
Advertising.....	11, 144. 76		
Travel expense.....	10, 322. 89		

Statement of Washington office expense to December 31, 1923

Salaries.....	\$98, 121. 02	Inspection tour, 1919.....	\$3, 639. 88
Increase in compensation.....	5, 237. 20	Sundry expense.....	6, 826. 99
Stationery and printing.....	2, 747. 90	Total.....	120, 435. 49
Inspection tour, 1917.....	3, 862. 50		

Statement of all disbursements and collections made by special disbursing agents and Treasury settlements to December 31, 1923

	Disbursements	Collections
R. D. Chase.....	\$15, 211, 119. 97	\$3, 595, 018. 89
Leslie Cramer.....	22, 218, 572. 22	127, 975. 03
H. M. Gillman.....	84, 779. 35	
G. C. Hammond.....	9, 878, 642. 89	759, 540. 64
John Raap.....	349, 467. 67	240, 028. 66
E. R. Tarwater.....	2, 921, 212. 61	144, 481. 10
C. H. Hall.....	667, 523. 02	31, 441. 13
Frank Doner.....	4, 138, 268. 63	338, 219. 50
G. H. Gamble.....	13, 948. 17	
F. C. Knowlton.....	861, 166. 16	38, 033. 07
R. S. Austin.....	3, 862. 50	
B. H. Barndollar.....	262, 921. 34	267. 42
G. F. Cramer.....	1, 991, 726. 85	70, 249. 59
H. C. De Line.....	545, 171. 96	456. 80
C. W. Donnally.....	1, 016, 526. 22	64, 463. 80
F. Mears, commissioner.....	129. 50	
Thomas Riggs, jr., commissioner.....	19, 573. 30	6. 76
J. C. Williams.....	272, 079. 23	18, 169. 18
L. R. Wilson.....	9, 453. 41	
Treasury settlements.....	4, 072, 308. 46	1, 753, 802. 27
Total.....	64, 538, 453. 46	7, 182, 153. 84

Financial results of river-boat operation, season of 1924, December 31, 1923

I. C. C. ac- count	Classification	Current month	Totals to date
EXPENSES			
323	Floating equipment, repairs.....	\$3, 083. 70	\$6, 148. 15
431	Operation of vessels.....	1, 620. 58	78, 373. 08
432	Operation of terminals.....	150. 00	6, 819. 39
433	Incidental.....		45. 00
442	Hotels and restaurants, "Holy Cross".....		2, 154. 97
		4, 854. 28	93, 540. 59
REVENUES			
121	Freight.....		21, 258. 63
122	Passenger.....	28. 00	16, 157. 60
123	Excess baggage.....	5. 40	313. 25
125	Mail.....	213. 19	26, 410. 13
126	Express.....	29. 29	499. 84
128	Other.....		87. 70
132	Hotels and restaurants, "Holy Cross".....		2, 173. 75
		150. 50	66, 900. 90
	Net operating deficit.....		26, 639. 69

APPENDIX I

OPERATING STATISTICS PREPARED BY CALENDAR MONTHS, 1923

OPERATING STATISTICS (PERIOD JANUARY, 1923, TO DECEMBER, 1923)

	January	February	March	April	May	June	July	August	September	October	November	December
Average mileage of road operated (miles).....	540.9	540.9	540.9	540.9	540.9	543	543.7	543.7	543.7	543.7	543.7	543.7
TRAIN-MILES												
Freight—Ordinary.....	13,637	13,153	17,318	16,084	15,622	11,814	14,414	14,881	14,694	10,364	13,725	12,019
Passenger.....	7,839	6,180	7,884	7,209	8,833	8,233	11,545	10,456	9,011	7,179	8,314	8,606
Mixed.....	3,524	3,396	3,580	3,400	3,047	3,228	3,248	2,412	2,240	2,502	2,681	2,687
Special.....										106		
Total transportation service.....	25,000	22,729	28,782	26,693	27,502	23,275	29,207	27,749	25,945	20,151	24,720	23,312
Work service.....	6,758	6,233	6,806	10,175	17,972	17,987	24,504	26,300	19,638	11,322	6,813	5,479
LOCOMOTIVE-MILES												
Freight—Principal.....	13,637	13,153	17,318	16,084	15,622	11,814	14,414	14,881	14,694	10,364	13,725	12,019
Freight—Helper.....	297	414	963	1,671	292	56	420	237	168	117	88	698
Freight—Light.....	80	22		208	66						9	53
Total.....	14,014	13,589	18,281	17,963	15,980	11,870	14,834	15,118	14,862	10,481	13,822	12,770
Passenger—Principal.....	7,839	6,180	7,884	7,209	8,833	8,233	11,545	10,456	9,011	7,179	8,314	8,606
Passenger—Helper.....			74				82					
Passenger—Light.....	86											
Total.....	7,925	6,180	7,958	7,209	8,833	8,233	11,627	10,456	9,011	7,179	8,314	8,606
Mixed train—Principal.....	3,524	3,396	3,580	3,400	3,047	3,228	3,248	2,412	2,240	2,502	2,681	2,687
Special—Principal.....										106		
Train switching.....	80	75	95	90	95	80	100	66	60	65	60	65
Yard switching—Freight.....	1,424	1,350	2,281	1,737	1,606	763	2,499	2,020	1,280	1,647	1,409	1,301
Yard switching—Passenger.....	158	150	254	193	178	85	298	224	142	183	157	145
Total.....	1,582	1,500	2,535	1,930	1,784	848	2,797	2,244	1,422	1,830	1,566	1,446
Total transportation service.....	27,125	24,740	32,449	30,592	29,739	24,259	32,606	30,296	27,595	22,163	26,443	25,574
Work service.....	9,411	9,850	11,707	12,769	17,518	17,987	24,504	26,300	19,638	11,322	6,813	5,479

Operating Statistics prepared by calendar months, 1923—Continued

OPERATING STATISTICS (PERIOD JANUARY, 1923, TO DECEMBER, 1923)—Continued

	January	February	March	April	May	June	July	August	September	October	November	December
CAR-MILES												
Freight train—Loaded	86,310	97,684	129,837	124,846	122,442	111,327	88,319	146,353	114,548	101,411	117,349	90,684
Freight train—Empty	54,060	36,967	86,306	70,170	88,090	31,077	56,559	61,404	72,778	45,715	77,045	51,480
Sum of loaded and empty	140,370	114,651	216,143	195,016	210,532	142,404	144,878	207,757	187,326	147,126	194,394	151,164
Freight train—Caboose	13,637	13,153	17,318	16,084	15,622	11,400	14,149	15,651	14,756	9,939	13,725	12,019
Total	154,007	127,804	233,461	211,100	226,154	153,804	159,027	223,408	202,082	157,065	208,119	163,183
Passenger train—Passenger	14,640	11,146	21,917	14,361	17,142	16,158	19,964	18,887	15,768	13,021	15,680	16,370
Passenger train—Sleeping, parlor, and observation	13,458	9,912	15,182	13,930	15,788	17,219	19,132	15,922	8,240	8,190	7,648	7,990
Passenger train—Dining							2,169	6,267	5,748	3,652		
Passenger train—Other	9,420	7,264	9,270	9,482	12,362	14,351	10,106	9,147	8,288	6,671	9,132	10,832
Total	37,518	28,322	46,369	37,773	45,292	47,728	51,371	50,223	38,044	31,534	32,460	35,192
Mixed train—Freight, loaded	18,165	27,689	29,203	19,219	15,754	15,035	12,925	10,937	9,188	10,314	10,599	12,401
Mixed train—Freight, empty	15,309	25,652	24,761	17,903	11,339	11,784	8,731	6,357	4,347	6,492	6,685	8,655
Mixed train—Freight, caboose	1,742	1,588	1,792	2,040	1,894	1,786	2,327	1,866	1,615	1,606	1,841	1,900
Mixed train—Passenger	4,604	4,412	5,150	4,504	3,109	4,302	3,955	2,367	2,170	2,748	3,161	3,547
Mixed train—Other passenger train	1,742	1,588	1,792	1,972	1,990	2,102	1,614	1,640	1,582	1,520	1,730	1,867
Total	41,562	60,929	62,698	45,638	34,086	35,009	29,552	23,167	18,902	22,680	24,016	28,370
Special train—Passenger										106		
Total transportation service	233,087	217,055	342,528	294,511	305,532	236,541	239,950	296,798	259,028	211,385	264,595	226,745
Work service	12,914	22,018	35,399	133,338	288,813	254,859	311,695	363,109	294,656	157,945	73,512	36,525
FREIGHT SERVICE												
Tons revenue freight—Coal	3,760	1,988	1,961	1,471	1,005	667	416	834	828	2,189	3,268	3,934
Tons revenue freight—Miscellaneous	3,316	3,029	1,312	2,987	1,814	2,018	7,112	4,174	2,326	2,449	1,797	1,518
Tons nonrevenue freight	17,857	18,218	24,940	14,972	16,284	14,984	13,060	15,029	10,539	10,665	11,288	10,058
Total	24,933	23,235	28,213	19,430	19,103	17,669	20,588	20,037	13,693	15,303	16,353	15,510
Ton-miles—Revenue freight	795,590	540,761	585,207	433,863	544,260	519,296	1,937,702	1,122,816	531,519	666,978	684,889	706,742
Ton-miles—Nonrevenue freight	2,997,539	2,003,575	3,754,413	1,767,881	1,850,149	1,768,524	2,002,254	1,157,066	1,702,684	1,650,701	1,642,345	1,152,792
Total	3,793,129	2,544,336	4,339,620	2,201,744	2,394,409	2,287,820	3,939,956	2,279,882	2,234,203	2,317,679	2,327,234	1,859,534

PASSENGER SERVICE												
Passengers carried—Revenue	3,283	3,362	3,601	4,613	3,415	3,263	3,963	3,387	3,098	3,828	4,532	4,145
Passenger miles—Revenue	161,007	143,612	216,638	246,785	196,822	251,959	482,818	330,255	248,735	170,954	195,078	177,853
REVENUES AND EXPENSES												
Freight revenues	\$25,658.11	\$26,015.86	\$31,116.50	\$22,912.02	\$36,815.82	\$39,458.46	\$67,060.01	\$46,958.07	\$38,998.87	\$45,476.87	\$32,711.75	\$26,758.08
Passenger revenue	9,023.82	8,387.63	12,741.43	13,089.02	11,903.68	14,495.39	25,087.18	19,269.85	14,790.33	10,057.03	11,300.74	9,814.20
Passenger service train revenue	13,585.59	15,847.47	17,872.57	16,158.95	15,205.38	17,908.26	29,710.67	23,871.99	18,595.35	12,953.47	14,303.65	14,030.92
Operating revenues	52,741.73	53,614.62	61,353.17	55,009.31	67,470.42	87,534.11	129,796.74	101,557.43	87,012.13	86,020.49	65,844.57	57,987.74
Operating expenses	173,547.25	182,333.12	114,877.40	196,490.88	230,449.75	263,577.46	290,270.34	321,463.81	301,477.00	230,270.38	206,708.36	195,322.79
Net operating revenues	120,805.52	128,718.50	53,524.23	141,481.57	162,979.33	176,043.35	160,473.60	219,906.38	214,464.87	144,249.89	140,863.79	137,355.05
AVERAGES PER MILE OF ROAD												
Freight train-miles	25.21	24.32	32.02	29.74	28.88	21.76	26.51	27.37	27.03	19.06	25.24	22.11
Passenger train-miles	14.49	11.43	14.58	13.33	16.33	15.16	21.23	19.23	16.57	13.20	15.29	15.83
Mixed train-miles	6.52	6.28	6.62	6.29	5.63	5.94	5.97	4.44	4.12	4.60	4.93	4.94
Special train-miles										2.0		
Transportation service train-miles	46.22	42.02	53.02	49.35	50.84	42.86	53.72	51.04	47.72	37.06	45.47	42.88
Work train-miles	12.49	11.52	12.58	18.81	33.23	33.13	45.07	48.37	36.12	20.82	12.53	10.08
Locomotive miles—transportation	50.15	45.74	59.99	56.56	54.98	44.68	59.97	55.72	57.55	40.76	48.64	47.04
Freight service—Car-miles	349.83	337.83	534.70	462.68	471.70	335.93	336.60	446.14	399.54	322.75	417.96	342.35
Passenger service—Car-miles	81.09	63.45	98.56	78.16	93.16	90.69	104.73	99.74	76.87	65.71	68.70	97.49
Freight revenue	\$47.44	\$48.10	\$57.53	\$42.36	\$68.06	\$72.67	\$123.34	\$86.37	\$71.73	\$83.64	\$60.17	\$49.21
Passenger service train revenue	\$25.12	\$29.30	\$35.40	\$29.87	\$28.28	\$32.98	\$54.65	\$43.91	\$34.20	\$23.82	\$26.30	\$25.81
Operating revenues	\$97.51	\$99.12	\$121.52	\$101.70	\$124.74	\$161.20	\$238.73	\$186.70	\$160.04	\$158.21	\$121.10	\$106.65
Operating expenses	\$320.85	\$337.09	\$227.53	\$363.27	\$426.05	\$485.41	\$533.88	\$501.25	\$554.49	\$423.52	\$380.18	\$359.24
Net operating revenues	\$223.34	\$237.97	\$106.01	\$261.57	\$301.51	\$324.21	\$295.15	\$404.46	\$394.45	\$265.31	\$259.08	\$252.59
Ton miles—Revenue freight	1,470.86	999.74	1,150.06	802.11	1,006.21	956.35	3,563.92	2,065.14	977.60	1,226.74	1,259.68	1,299.87
Ton miles—All freight	7,012.63	4,703.89	8,595.01	4,070.50	4,426.71	4,213.30	7,246.56	4,193.27	4,109.26	4,262.79	4,280.36	3,420.15
Passenger miles—Revenue	297.78	265.51	400.51	456.25	363.88	464.01	888.02	607.42	457.49	314.43	358.80	327.12
AVERAGES PER TRAIN-MILE												
Loaded freight car-miles—Freight train	6.33	7.43	7.50	7.76	7.84	9.42	6.13	9.84	7.80	9.78	8.55	8.29
Loaded freight car-miles—Mixed train	5.15	8.15	8.16	5.65	5.17	4.66	3.98	4.53	4.10	4.12	3.95	4.62
Empty freight car-miles—Freight train	3.96	2.81	4.98	4.36	5.64	2.63	3.94	4.12	4.95	4.41	5.61	4.28
Empty freight car-miles—Mixed train	4.34	7.55	6.92	5.27	3.72	3.65	2.69	2.64	1.94	2.59	2.49	3.22
Ton-miles—Revenue freight	46.36	32.68	28.00	22.27	29.15	34.52	109.71	64.93	31.39	51.84	41.75	48.06
Ton-miles—All freight	221.03	153.75	207.66	113.00	128.26	152.10	223.08	131.84	131.94	180.14	141.85	126.45
Passenger train car-miles—Passenger trains	4.78	4.58	5.88	5.24	5.13	5.80	4.45	4.80	4.22	4.39	3.90	4.00
Passenger train car-miles—Mixed trains	1.80	1.77	1.94	1.90	1.67	1.98	1.71	1.66	1.68	1.70	1.82	2.01
Revenue passenger miles	14.17	15.00	18.90	23.26	16.57	21.98	32.64	25.66	22.11	17.66	17.74	15.75
Freight revenue	\$1.50	\$1.57	\$1.49	\$1.18	\$1.97	\$2.62	\$3.80	\$2.71	\$2.30	\$3.53	\$1.99	\$1.82
Passenger service train revenue	\$1.19	\$1.65	\$1.56	\$1.52	\$1.29	\$1.56	\$2.01	\$1.86	\$1.65	\$1.34	\$1.30	\$1.24
Operating revenues	\$2.11	\$2.36	\$2.13	\$2.06	\$2.45	\$3.76	\$4.44	\$3.66	\$3.35	\$4.27	\$2.66	\$2.49
Operating expenses	\$6.94	\$8.02	\$3.99	\$7.36	\$8.38	\$11.32	\$9.93	\$11.58	\$11.62	\$11.43	\$8.36	\$8.38
Net operating revenues	\$4.83	\$5.66	\$1.86	\$5.30	\$5.93	\$7.56	\$5.49	\$7.92	\$8.27	\$7.16	\$5.79	\$5.89

Operating statistics prepared by calendar months, 1923—Continued

OPERATING STATISTICS (PERIOD JANUARY, 1923, TO DECEMBER, 1923)—Continued

	January	February	March	April	May	June	July	August	September	October	November	December
AVERAGES PER LOCOMOTIVE-MILE												
Train-miles—Freight trains	.97	.97	.95	.89	.98	1.00	.98	.98	.99	.99	.99	.94
Car-miles—Freight trains	10.99	9.40	12.77	11.75	14.15	13.00	10.72	14.78	13.60	14.99	15.06	12.78
Train-miles—Passenger trains	.98	1.00	.99	1.00	1.00	1.00	.99	1.00	1.00	1.00	1.00	1.00
Car-miles—Passenger trains	4.73	4.58	5.83	5.24	5.13	5.80	4.42	4.80	4.22	4.39	3.90	4.09
Train-miles—Mixed trains	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Car-miles—Mixed trains	11.79	17.94	17.51	13.42	11.19	18.45	9.10	9.60	8.44	9.06	8.96	10.56
Train-miles—Special trains										1.00		
Car-miles—Special trains										1.00		
AVERAGES PER LOADED FREIGHT-CAR MILE												
Ton-miles—Revenue freight	7.62	4.31	3.68	3.01	3.94	4.11	19.14	7.14	4.30	5.97	5.35	6.31
Ton-miles—All freight	36.31	20.29	27.29	15.28	17.33	18.11	38.92	14.50	18.06	20.74	18.19	16.59
Freight revenue	\$0.24559	\$0.20751	\$0.19565	\$0.15904	\$0.26640	\$0.31227	\$0.66236	\$0.29855	\$0.31518	\$0.40704	\$0.25566	\$0.23873
AVERAGES PER CAR-MILE—PASSENGER												
Passenger-miles—Revenue	\$4.93	\$5.64	\$5.13	\$7.53	\$5.46	\$6.69	\$11.22	\$8.88	\$9.50	\$7.13	\$7.36	\$6.37
Passenger revenue	\$0.27595	\$0.32931	\$0.30158	\$0.39912	\$0.33030	\$0.38471	\$0.58273	\$0.51834	\$0.56499	\$0.41976	\$0.42662	\$0.35168
MISCELLANEOUS AVERAGES												
Miles hauled—Revenue freight	112.42	107.79	178.80	97.32	193.07	193.40	257.40	224.20	168.52	143.81	135.22	129.63
Miles hauled—Nonrevenue freight	167.86	109.98	150.54	118.08	113.62	118.03	153.31	76.99	161.56	154.77	145.49	114.61
Miles hauled—All freight	152.13	109.50	153.82	113.22	125.34	129.48	191.37	113.78	163.16	151.45	142.31	119.90
Miles hauled—Revenue passengers	49.06	42.72	60.16	53.50	57.63	77.22	121.83	97.51	80.29	44.66	43.04	42.91
Revenue per ton of freight	\$3.62608	\$5.18554	\$9.50703	\$5.13953	\$13.05989	\$14.69578	\$8.90808	\$9.37661	\$12.36489	\$9.80528	\$6.45839	\$4.90794
Revenue per ton-mile of freight	\$0.03225	\$0.04811	\$0.05317	\$0.05281	\$0.06764	\$0.07598	\$0.03461	\$0.04182	\$0.07337	\$0.06818	\$0.04776	\$0.03786
Revenue per passenger	\$2.74865	\$2.49483	\$3.53830	\$2.83742	\$3.48570	\$4.44235	\$6.33036	\$5.68936	\$4.77415	\$2.62723	\$2.49354	\$2.36772
Revenue per passenger-mile	\$0.05603	\$0.05840	\$0.05881	\$0.05304	\$0.06048	\$0.05753	\$0.05196	\$0.05835	\$0.05946	\$0.05883	\$0.05793	\$0.05518
Operating ratio (per cent)	329.05	340.08	187.24	357.20	341.56	301.11	223.63	316.53	346.48	267.69	313.93	336.83

Approved:

B. H. BARNDOLLAR,

Examiner of Accounts.

Certified by:

F. H. LOUNSBURY,

Auditor of Station Accounts.

Statement of work performed by the purchasing department of The Alaska Railroad, including purchases, inspection, and transportation of materials, and employment of labor for the calendar year 1923

PURCHASES

Number of circulars calling for bids.....	368
Purchase orders drawn, Nos. D-21023 to D-23912.....	2, 890
Total amount.....	\$1, 060, 434. 75

The principal items of purchase for the calendar year 1923 were:

Steel bridges and steel piling.....	\$40, 806. 90
Lumber, creosoted piling and timber.....	108, 197. 63
Cement and lime.....	15, 320. 62
Rail and fastenings.....	23, 614. 80
Other track equipment.....	32, 176. 55
Rolling stock, locomotives, baggage cars, inspection cars, speeders, Hart convertibles, car parts.....	93, 310. 52
Barges and launches.....	7, 500. 00
Shop machinery, tools, supplies, etc.....	104, 602. 66
Building materials.....	48, 203. 50
Plumbing, heating, and lighting.....	46, 681. 15
Electrical supplies (telephone and telegraph).....	48, 281. 50
Gasoline, kerosene, paints, and oils.....	46, 015. 20
Explosives.....	11, 848. 16
Mine supplies and appliances.....	2, 854. 89
Furniture, furnishings, utensils.....	25, 938. 37
Office supplies, printing, engineering, and photo supplies.....	16, 471. 69
Commissary supplies.....	348, 005. 86
Forage.....	17, 637. 09
Tents and canvas.....	5, 781. 15
Drugs and hospital supplies.....	3, 540. 47
Fire department equipment and supplies.....	873. 23

In addition to orders placed with 309 local manufacturers, dealers, and agencies, business was awarded to 278 firms in 57 other cities in 18 States and the District of Columbia.

Statement of sale of miscellaneous materials returned from Alaska

Number of sale orders.....	5
Total amount.....	\$961. 90

INSPECTION

Inspections during the year were conducted under existing agreements with firms of Falkenburg & Co. and Northwest Testing Laboratories, Seattle; Robert W. Hunt & Co., Chicago; and Hildreth & Co., New York, costing \$8,929.69.

Lumber purchased, under conditions of the orders placed, was inspected by the Pacific Lumber Inspection Bureau (Inc.), without charge to the Alaska Railroad, checked at point of loading by an employee of the railroad, who also checked the receipt and loading of large shipments by steamer, including steel bridges, at a cost of \$489.87.

TRANSPORTATION

Transportation of supplies.—Following is a statement of tonnage and freight cost of supplies moving by water from Seattle to Seward and Anchorage, Alaska, January 1, 1923, to December 31, 1923:

	Tons	Board measure	Amount*
Seattle to Seward.....	2, 752. 95	601, 589	\$42, 024. 44
Seattle to Anchorage.....	5, 013. 73	2, 312, 735	91, 780. 89
Total.....	7, 766. 68	2, 914, 324	133, 805. 33

In addition to the foregoing, certain expenses were incurred in connection with the shipment of freight over Seattle terminals, as follows:

Wharfage and handling at Pier 2 and Grand Trunk Dock.....	\$3,350.78
Wharfage and handling at port commission docks.....	2,668.76
Storage.....	52.40
Total.....	6,071.94

Shipments by rail.—En route to and from Seattle, made on Government bills of lading:

Number of bills of lading issued, 332; freight cost, \$25,160.66.

Drayage charges.—Transfer from freight sheds to docks, etc., \$363.17.

TRANSPORTATION OF PASSENGERS

During 1923 there were carried by the steamship companies between Seattle, Seward, and Anchorage, on Government transportation requests at the expense of the Alaska Railroad, 82 passengers, at a cost to the railroad of \$3,826.89.

Twenty-six passengers were carried between Seward and Anchorage to whom the contract rate did not apply; cost for this service was \$488.50.

Under contract with the Alaska Steamship Co. and the Pacific Steamship Co., the railroad's employees and dependent members of their families were granted a three-quarter rate for transportation to and from Seattle and Seward or Anchorage, at a saving to them of \$18,572.47.

Transportation by rail, including sleeping-car fares, on Government transportation requests, vouchered through the Seattle office, amounted to \$1,418.36.

EMPLOYMENT

During 1923 the labor office of the purchasing department employed in Seattle for work in Alaska 61 skilled and 274 unskilled men, a total of 335.

DISBURSEMENTS

Total disbursements by the Seattle disbursing office, for the period January 1, 1923, to December 31, 1923, amounted to \$1,743,929.09; cash discounts of \$1,322.18.

OFFICE FORCE AND EXPENSES OF PURCHASING DEPARTMENT

During the month of December, 1923, the force in Seattle consisted of 10 employees in the purchasing office and 2 in the disbursing office, a total of 12.

By direction of the Secretary of the Interior, a traffic office was opened April 1, 1923, at No. 1409 Fourth Avenue, adjacent to city ticket offices of the railroads entering Seattle. This office was closed by direction of the Secretary on November 30.

For the calendar year 1923, the expenses of the Seattle office were as follows:

	Pay roll	Rent	Advertis- ing	Tele- phone and telegraph	Travel	Miscel- laneous	Total
Purchasing.....	\$25,748.72	\$1,780.00	\$1,707.49	\$673.94	\$147.10	\$128.00	\$30,185.25
Traffic.....	790.00	1,800.00		31.50		95.25	2,716.75
Total.....	26,538.72	3,580.00	1,707.49	705.44	147.10	223.25	32,902.00

SUMMARY

Purchases: Number circulars issued, 368; purchase orders placed, 2,890; total amount, less deductions and cancellations	\$1,053,958.78	
Sales: Number sale orders placed, 5; amount	961.90	
Inspection		9,419.56
Transportation of supplies:		
By water	\$133,805.33	
Terminal charges	6,071.94	
		139,877.27
By rail	25,160.66	
Drayage	363.17	
		25,523.83
Transportation of passengers:		
By steamer	4,315.39	
By rail	1,418.36	
		5,733.75
Expense of Seattle office, including branch offices at Portland and San Francisco:		
Purchasing department	30,185.25	
Traffic office	2,716.75	
		32,902.00
Total		1,268,377.09

C. E. DOLE,
General Purchasing Agent.

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REPORT OF THE ALASKA BUREAU

The Alaska Bureau of the United States Fish and Wildlife Service, established in 1906, has the honor to acknowledge the receipt of your letter of the 10th inst. and in reply to inform you that the same has been forwarded to the proper authorities for their consideration. The Bureau is also pleased to learn that you are interested in the work of the Service and in the progress of the various projects now being carried out in Alaska. The Bureau is currently engaged in a number of important projects, including the investigation of the distribution and habits of the various species of fish and wildlife in the State, and the establishment of a system of national parks and refuges. The Bureau is also engaged in the work of the Alaska Game and Fish Commission, and in the management of the various game and fish reserves. The Bureau is also engaged in the work of the Alaska Game and Fish Commission, and in the management of the various game and fish reserves. The Bureau is also engaged in the work of the Alaska Game and Fish Commission, and in the management of the various game and fish reserves.